February,

日二初月四年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GLORGE STREET & Co., 30, Cornhill. Gendon & Goton, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAGON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE :- AMEDEI PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Par.

SAN FRANCISCO and American Port generally :- BRAN & BLACK, San Fran-AUSTRALIA, TASMANIA, AND NEW

ZEALAND :- GORDON & GOTCH, Melbourne and Sydney. CEYLON :- W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRATTS, &c. :- SAYLE &

& Co., Manila. OHINA :- Macao, F. A. DE CRUZ. Swatow, Quelon & Co. Amoy, N. Moalle. Foochow, Hedge & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CHAW. FORD & Co., and KELLY & Co.

Co., Square, Singapore. C. Heinszen

Banks.

NOTICE.

DULES OF THE HONGKONG SAVINGS BANK.

1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500

in any one year.

3. —Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corperation on fixed deposit for 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 31 per cent. per annum will be allowed to depositors on

their daily balances. 5.—Each Depositor will be supplied gratis with a Pass-Book which must be pre--sented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6. - Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

For the HONGHONG & SHANGRAI BANKING CORPORATION, T. JACKSON,

.Chief Manager. Hongkong, September 1, 1888. HONGKONG & SHANGHAI BANKING

CORPORATION. RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman-Hon. JOHN BELL IRVING. Deputy Chairman-W. H. FORBES, Esq. C. D. BOTTOMLEY, S. C. MICHAELSEN, J. S. Moses, Eaq. W. G. BRODIE, Esq. L. Porsneckee, Esq.

H. L. DALRYMPLE. N. A. SIEBS, Esq. E. A. Solomon, Esq. B. LAYTON, Esq. Hon, A. P. McEWEN.

CHIEF MANAGEE. Hongkong,.....Thomas Jackson, Esq. Shanghai,...... EWEN CAMERON, Ecq.

HONGKONG. INTEREST ALLOWED. N. Current Deposit Account at the rate of 2 per cent, per amnum on the daily balanco:

On Fixed Deposits:-For 3 months, 2 per cent. per annum. n 4 per cent. n 5 per cent. "

LOCAL BILLS DISCOUNTED, Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chlef Commorcial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Olivef Manager. Hongkong, April 25, 1888.

Intimations.



GOVERNMENT NOTIFICATION.

WARDMASTER is required at the GOVERNMENT CIVIL HOS-PITAL. Emoluments of the office \$50 PER MONTH, rising by annual increments of 85 to \$60, with Uniform, furnished Quarters, Fuel, and Light.

Applications with Testimonials to be forwarded to the COLONIAL SURGEON not later CIVIL HOSPITAL. By Command,

FREDERICK STEWART.

Colonial Secretary. COLONIAL SECRETARY'S OFFICE,

> Hongkong, 2nd May, 1888. NURSE.

CERTIFICATED NURSE is saxious to obtain Free Passage to England will give services and take entire charge of

children to be sent home, an invalid, or nursing duties in any capacity. Highest testimonials and references.

Address, Mrs. C., Temperance Hall. Shanghai, 27th April, 1888.

Intimations.



HONGKONG, No. 1165.

AN Emergency MEETING of the above LODGE will be held in the FREE MASONS' HALL, Zetland Street, on MON-DAY NEXT, the 14th Instant, at 8:30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED. Hongkong, May 8, 1888.

PERSEVERANCE LODGE OF

No. 1165. Regular MEETING of the above H LODGE will be hold in the FREE-MASON'S HALL, Zetland Street, on WEDNESDAY, the 16th Instant, at 8.30

HONGKONG,

Houghong, May 8, 1888. Peninsular & Oriental Steam Navigation Company.

are cordially INVITED.

NEW AND ACCRERATED DIRECT SERVICE

LONDON VIA MARSEILLES

JAPAN AND CHINA. ON the 19th May, at Noon, and FORT-NIGHTLY thereafter, until further

Notice, the Company will maintain a DIRECT SERVICE between HONG-KONG and LONDON, VIA MAR. SEILLES.

This improved service will abolish all Transhipments, anditis intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine.

The attention of passengers is specially called to the greatly improved Secondsaloon accommodation and attendance. E. L. WOODIN,

Superintendent. Hongkong, May 8, 1888.

> A. S. WATSON & Co., LIMITED.

NYOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the Company will be held at the Hongkone DISPENSARY, on MONDAY, the 14th day of May next, at So'Cluck in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1887. The REGISTER of SHARES will be

CLOSED from SATURDAY, the 5th Inst., till MONDAY; the 14th Inst., both days inclusive, during which period no Transfer of Shares can be registered.

JOHN WILLMOTT, Acting Secretary.

Hongkong, May 3, 1888. NOTICE TO MARINERS.

No. 207. CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO SOUTHERN YANGTZE.

NTOTICE is hereby given that on account of a recent Survey of a Section LONDON BANKERS .- London and County of the SOUTHERN ENTRANCE TO THE YANGTZE having shown that a Middle Ground or

Shoal, from to to to of a mile in width and having from 6 to 18 feet of water on it, stretches nearly i miles in a South-easterly direction from a point N. 64 E. distant 216 miles from the Kiutoan Beacon, and that the Channel to the North-eastward of this Middle Ground is wider, deeper, and more direct than the one on its Southwestern side-the following Changes have been made in this vicinity :-

KIUTOAN LIGHTSHIP. This Vessel has been moored in 4 fathoms off the South-western Edge of Blockhouse Shoal, with the Kintoan Beacon bearing S. 71° W. distant about 310 miles.

MIDDLE GROUND UPPER BUOY. A red and black vertically striped Buoy, surmounted by a black triangular Cage, has been moored on the North-western and of the Middle Ground in 3 fathoms, with Kiutoan Beacon bearing S. 661° W. distant about 2,1 miles.

MIDDLE GROUND LOWER BUOY. A red and black vertically striped Buoy. surmounted by a black diamond-shaped Cage, has been moored on the South-eastern end of the Middle Ground in 3 fathoms. with House Island Beacon bearing N. 22 W. distant about 4 miles.

BLOCK-HOUSE SHOAL BUOY. This Buoy, No. 2 in the published List for 1888, has been removed.

Vessels entering by the Channel to the North-eastward of the Middle Ground may ordinary Yearly MEETING of the TON and COLION TARING AND BHAREHOLDERS of the Company will LOON WHARVES will have FREE STORIOE S. 55' E. till she is 8 miles distant, and be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival, after which a Rent be held at No. 36, Queen's Road, on WED- for 14 days from arrival North-eastward of the Middle Ground may then steer to pass 2 cables to the Souththan the 21st Instant, at the GOVERNMENT | westward of the Kiutoan Lightship; after which they may steer to make a course N. 56° W. till the Small Kiutoan Beacon bears S. 45' W.

> All bearings and courses given are wagnetic, and the depths are for low water CLOSED from SATURDAY, the 12th spring tides. CAUTION.

North-eastward of the Kiutoan Lightship in her present position. By Order of the Inspector-General of

A. M. BISBEE. Coast Inspector. Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 1st May, 1888.

Business Notices.

Bstablished

DARINA'S EAU DE COLOGNE. HENDRIES' HAIR WASH. EAU DE QUININE HAIR WASH. KALYDOR & ODONTO. LAU-TAI-KEE HAIR WASH ... CARBOLIC TOOTH POWDER.

TOILET VINEGAR. LAVENDER WATER. CHERRY TOOTH PASTE. SHAVING CREAM. LAU-TAI-REE DENTIFRICE. LIME JUICE & GLYCERINE.

Hendries', Atkinson's, and Piesse & Lubin's PERFUMERY. JALVERT'S CRESOL DISINFECTANT (invaluable for washing Dogs and other Animals CARBOLIC SOFT SOAP, HOUSEHOLD CARBOLIC SOAP, CARBOLIC PRICKLY-HEAT SOAP, PEARS' TRANSPARENT SOAPS, SCENTED SOAPS, and BATH SOAPS. DISINFECTANT CARBOLIC POWDER in 1th Dredgers. CALVERY'S STRONGEST CARBOLIC ACID. LARGE BATH SPONGES and FINE TOILET SPONGES. BATH TOWELS and WRAPS. FLESH BRUSHES and SCRUBBERS.

Cooling Beverages and Summer Tonics. STOWER'S LIME JUICE, ORANGE JUICE and LEMON JUICE, RASP BERRY VINEGAR, Fortified LEMON JUICE, CHIRET'A BITTERS, PARISH CHEMICAL FOOD, SYRUP of PHOSPHATES, FRENCH and ITALIAN VERMOUTH. for 9 p.m., precisely. VISITING BRETHREN CALIFORNIA RED and WHITE WINES, AMERICAN LAGER BEER, COCO WINE.

A Small Machine for making Block Ice, Icing Water and Wines. LANE CRAWFORD & Co. Hongkong, May 10, 1888.

J. MARINBURK,

COLLEGE CHAMBERS,

FIRST-CLASS UPHOESTERY

EVERY DESCRIPTION AND LATEST DESIGNS.

At Very Reasonable Prices.

Hongkong, May 1, 1888.

FRALL SILK HATS. ... DRAB FELT HATS. BLACK, BROWN, DRAB and GREY HARD FELT HATS. TERMI and other SOFT FELTS. TWEED HATS and CAPS in

new shapes. STRAW and PITH HATS. SILK UMBRELLAS, from \$5, over 10. to choose from. WALKING STICKS, a very large assortment. WATERPROOF COATS, LEG-GINGS and CHAIR APRONS. TRAVELLING RUGS & SCOTCH MANTS.

OVER COATINGS, light and PANTS COATINGE. OVER Tweeds.

Fine Black DIAGONAL and Solid LEATHER PORTMAN-CORKSCREW for Dress Suits. Black, Blue & Brown Fancy Overland Trunks, GLADand Check DIAGONAL COATINGS. Fancy and Check Tweed SUITINGS.

TROUSERINGS, in a great variety of Stripes, Checks, Lamb's Wool, Merino and ORICKETING FLANNELS, in White DRESS SHIRTS. Checks, Stripes & Plain. French Printed SHIRTINGS.

mer UNDER VESTS and READY-MADE ULSTERS IN Large Stock of Scares, Ties,

STONE BAGS, and a variety of TRAVELLING CASES, all SILE &-Hose, Black, Navy and Colours.

Lisle Thread &-Hose. Lacing & E. S. Boors and Unshrinkable FLANNEL SHOOTING BOOTS, RUBBER Winter, Medium and Sum- Patent Leather Boors and DANOING PUMPS, all sizes.

HANDRERCHIEFS, BRACES. ROBT. LANG & Co.

Hongkong, February 21, 1888

QUEEN'S ROAD GENTRAL, HONGKONG.

J. COOK, Proprietor. HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

ACCOMMODATION FOR VISITORS. CHARGES MODERATE. TIFFIN at 1 o'Clock. DINNER at 7.30. BILLIARD

VENTILATED \mathbf{R} 0 0 \mathbf{M} TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUOUS OF THE VERY BEST QUALITY ONLY. Hongkong, April 1, 1887.

Victoria Hotel. Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and siry positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horas in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIAND

and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.

Hongkong, September 16, 1885.

RECEIVED

CIPECIALITIES in LADIES' EMBROIDERED COSTUMES. WHITE and COLOURED DRESS LAWNS. (Fast Colours). CREAM, WHITE and COLOURED AIGRETTES, FEATHERS and TIPS. PARISIAN FLOWERS, and MILLLINERY. RIBBONS and LACES in Latest-Designs.

SILK GLOVES and MITTS in every length and colour, W. POWELL & Co.

VICTORIA EXCHANGE. Hongkong, May 5, 1888.

Intimations. THE RICHMOND TERRACE ESTATE THE HONGKONG AND KOWLOON AND BUILDING COMPANY,

LIMITED. ATOTICE is hereby given that the NESDAY, the 16th Instant, at 3 o'Clock of 3 CENTS per bale per month will be in the Afternoon, for the purpose of receiv- Charged. ing the Report of the General Manager, together with a Statement of Accounts to

the 31st December, 1887. The REGISTER of SHARES will be Instant, to WEDNESDAY, the 16th Inst. both days inclusive, during which period -Vessels should not attempt to pass to the no Transfer of Shares can be registered. JOHN WILLMOTT, Secretary

> Hongkong, May 9, 1888. SAILOR'S HOME. A NY Cast-off CLOTHING, BOOKS, PAPERS will be thankfully received at the Sallor's Home, West Point Hopgkong, July 25, 1887.

Intimations. WHARF AND GODOWN COM-PANY, LIMITED.

TOTICE is hereby given that all Vessers IN PECHARGING BOMBAY COT-ISAAO HUGHES,

-Secretary. RAMBLE THROUGH SOUTHERN

FORMOSA, -By Mr. G. TAYLOR This Article, which has been reprinted from the China Review, contains one of the best Sketches of Fermosan Life yet written. A few roughly- xecuted Woudcuts are 700 included in the pamphlet.

> May be had -- Price, \$1 -- at Means. LANE, CRAWFORD & Co.'s, and Messrs. Kelly & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy. Hongkong, March 3, 1888

Intimations.

TREASURY NOTICE.

The Rating Ordinance, 1888. The Valuation List (Victoria) for 1888-89 is open to inspection at the Treasury for twenty-one days, commencing from Monday, 7th May. Extracts may be taken. This Valuation will be in force from July 1st, 1888, to June 30th, 1889.

The last day for appeal to the Supreme Court will be MAY 26TH. Notice stating the grounds of Appeal in each case must also be sent to the Assessor on or before

The Valuation Lists for Kowloon, the Peak and the Villages will be on inspection later one of which due notice will be given. Where the Valuation of any Tenement has been altered from that now in force. the Assessor has sent notice of such change to the Owner, if his address is known, or if not, to the occupier, with a request that he will hand the same to the Owner. The omission to serve such notice does not invalidate the Rate, or form any excuse for not appealing against any assessment within the prescribed time, viz., MAY 7TH TO 26TH, 1888. All Owners or Occupiers interested in rateable property should therefore inspect the Rate Book within this period. A. SHELTON HOOPER.

Assessor.

TREASURY, HONOKONG, 1st May, 1888. TIENDERS will be Received at MAY 1 30rd by the Undersigned, for the PURCHASE of the STOCK-IN-TRADE of F. C. BROWN & Co., Drapers and

General Storekeepers-Amov. THOMASIN CHARLOTTE- NICHOLLS, Administratrix. Amoy, May 4, 1883.

I, DISSE, Dr., Med.,

NOTICE.

11, Queen's Road Central. CONSULTATIONS in ENGLISH, FRENCH and German, from 8.30 to 10 A.M. and from 2 to 4 P.M.

Hongkong, May 9, 1888. THE PUNJUM AND SUNGHIE DUA SAMANTAN, MINING COM-PANY, LIMITED.

ITHE Second Ordinary Half-Yearly MEETING of SHAREHOLDES in the above Company will be held at the Company's Office, Pedder's Street, on THURSDAY, 24th May, 1888, at 4 p.m. for the purpose of receiving a Report of the Directors, together with a Statement of Account to 30th September, 1887. A. O'D. GOURDIN,

Secretary. Hongkong, May 10, 1888.

Auctions.

POSTPONEMENT VALUABLE LEASEHOLD PROPERTY

TO BE SOLD AT KOWLOON. AAR, J. M. ARMSTRONG has received IVI instructions to Sell by Public Auc-

MONDAY. the 14th May instant, at 4.30 o'Clock p.m., at the Promises.—

ALL THOSE PIECES OF GROUND, Situate at Kowloon Point, to be registered in the LAND OFFICE as KOWLOON

INLAND LOTS Nos. 529, 530, 531, 532, 533, 534, 535. The Lets average over 200 feet in depth. and have a frontage of 50 feet to Kimberly Road, which is to be widened by Government to 50 feet; they are all high ground near the Observatory wellsituate as BUILDING sites, especially

for Villa Residences, commanding pleasant and extensive views. The Property will be Sold in Eight Lots. The Vendor reserves to himself the right to all Buildings and Building Materials on the Lots.

Bale, apply to HENRY J. HOLMES, Solicitor for the Vendor. The Auctioneer.

For Plans, Particulars and Conditions of

Hongkong, May 8, 1888. PUBLIC AUCTION. INDER instructions received from the

MORTGAGEES, Mr. H. N. Mony, will Sell by Public Auction, on THURSDAY,

the 17th May, 1888, at 4 o'Clock p.m., at the Premises ALL THAT VALUABLE PIECE

OF GROUND.

Situate at Belchers' BAY, LAP-BAP-WAN,

Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet, on the South side thereof on portion of Inland Lot No 905 and measuring thereon 200 feet, on the East on Davies Street and measuring thereon 200 feet, and on the West on Cadogan Street and measuring thereon 200 feet, containing in the whole 40,000 square feet and registered in the Land Office as Section 4 of INLAND LOT No. 905. Together with the FURNACE WORK-SHOPS and BUILDINGS thereon lately used and occupied by the Honokono and MAGAO GLABS MANUFACTURING COM-PANY, as they now stand which said Piece of Ground is held for the residue of a term of .999 years subject to the Annual Crown Rent of \$528.57.

The Property will be offered for Sale in me Lot. For further Particulars and Conditions of Sale, apply to

WOTTON & DEACON, Solicitors. 35, Queen's Road; or to H. N. MODY, Auctioneer. Victoria Buildings,

Queen's Road.

Hongkong, April 24, 1888.

Auctions.

THREE DAYS AUCTION. NOTICE

THE Undersigned has received instructions from Messrs. KUHN & Co.

Account of Closing Bussiness, TO SELL at their Premises. 24. BANK BUILDINGS,

> MONDAY. the 21st May, 1888,

HONGKONG HOTEL

TUESDAY the 22nd May, 1888.

WEDNESDAY,

the 23rd May, 1888, Sale to commence Each Day at 2 p.m. sharp THEIR WHOLE STOCK, comprising:-

A Most Valuable Collection of ANCIEN and MODERN JAPANESE CURIOS and WORKS OF ART, including many very rare Specimens of OLD JAPANESE POR-CELAIN, LACQUER, BRONZE, AR. MOUR & ARMS, GENUINE SATSUMA SATIN & SILK TABLEAUX, SCREENS, EMBROIDERED LADIES' and GENTS' GOWNS and JACKETS, QUILTS, BRO-CADES, CABINETS, and a great variety of ELEGANT and USEFUL ARTICLES The Pair of Magnificent (all cut Bronze) CANDELABRA, for 42 lights, and the TWO EXTRAORDINARY WOOD CAR-VED FIGURES (The wild-man of the woods and the freg god) will also be offered at the Sale.

On view on FRIDAY, the 18th, and SATURDAY, the 19th Instant. Catalogues will be issued provious to the G. R. LAMMERT,

Auctioneer. Hongkong, May 11, 1888

Shipping.

DOUGLAS STEAMSHIP COMPANY LIMITED. FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship Namoa.

Steamers.

Ports on SUNDAY, the 13th Instant, at For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, May 10, 1868.

Capt. Goddand, will be despatched for the above

The Stenmship Yangtste. Capt. Tonningsen, will be despatched for the above Port on SUNDAY, the 13th Instant

FOR SHANGHAI.

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, May 11, 1888. OCEAN STEAMSHIP COMPANY.

The Co.'s Steamship Capt. Anderson, will be despatched as above on SUNDAY, the 13th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

FOR LONDON VIA SUEZ CANAL

Hongkong, May 9, 1888. OCEAN STEAMSHIP COMPANY. FOR NAGASAKI, KOBE AND **УОКОНАМА.** The Co.'s Steamship

Capt. Thompson, will be despatched as above on SUNDAY, the 13th Iustant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

UNION LINE. FOR YOKOHAMA AND KOBE. The Steamship Metapedia. Captain Punvis, will be despatched for the above

Hongkong, May 5, 1888.

For Freight or Passage, apply to RUSSELI, & Co. Hongkong, May 11, 1888.

THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED.

Ports on MONDAY, the 14th Instant, at

FOR MANILA VIA AMOY, The Co.'s Steamship Diamante. Capt. McCasLin, will be have quick despatch. Ports on MONDAY, the 14th Instant, at

RUSSELL & Co.. General Managers. Hongkong, May 11, 1888. FOR SHANGHAL

For Freight or Passage, apply to

The Steamship E. PORTER, Commander the above Ports on MONDAY, the 14 Instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, May 8, 1888,

Shipping.

Steamers:

FOR NEW YORK VIA SUEZ CANAL The Steamship C. W. PEARSON, Com'der, will be despatched for the above Port on the 14th Instant.

For Freight or Passage, apply to. ADAMSON, BELL & Co.,

Hongkong, May 8, 1888. FOR SINGAPORE, PENANG AND

CALCUTTA. The Steamship Captain T. S. GARDNER;

above Port on TUESDAY, the 15th Inst. at Noon. For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Hongkong, May 9, 1888.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Caryo & Passengers at through rates for NINGPO, CHEFOO, NEW

CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE. The Co.'s Steamship Cyclops,
Captain Nish, will be
despatched as above on TUESDAY, the ibth Instant.

For Freight or Passage, apply to CUTTERFIELD & SWIRE, Hongkong, May 9, 1888.

CHINA NAVIGATION COMPANY, LIMITED. DIRECT FOR SYDNEY AND

The Co.'s Steamship

MELBOURNE:

Chingte,
ABTHUR, Commander,
will be despatched as above on WEDNESDAY, the 16th Instant, at Daylight. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures

the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Agents. Hongkong, May 11, 1888. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Captain Jackson, will be despatched as above on THURSDAY, the 17th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE. Hongkong, May 9, 1888. OCEAN STEAMSHIP COMPANY. FOR SINGAPORE AND PENANG.

Mencious,
Captain Nerson, will be
despatched as above on FRIDAY, the 18th Instant. Fo Freight or Passage, apply to

The Steamship

Hongkong, May 9, 1888. STEAM TO SHANGBAL The P. & O. S. N. Co.'s Steamship

Verong

will leave for the above.

BUTTERFIELD & SWIRE,

Agents.

the next outward English Mail. E. L. WOODIN, Superintendent. P. & O. S. N. Co.'s Office. Hongkong, May 8, 1888.

STEAM TO YOKOHAMA, VIA NAGA.

place about 24 hours after her arrival with

SAKI AND KOBE! (Passing through the INLAND SEA.) The P. & O. S. N. Co.'s Steamship will leave for the above places on TUESDAY, 22nd May, at Day-

This Steamer has most superior Accommodation for Passengers, both 1st and 2nd For Freight or Passage, apply to E. L. WOODIN.

P. & O. S. N. Co.'s Office, Hongkong, May 8, 1888 Sailing Vessels.

FOR SAN FRANCISCO. The American Ship Pactolus,
Burnham, Master, will load here
for the above Port, and will

For Freight, apply to RUSSELL & Co. Hongkong, April 6, 1888.

NOTICE.

THE WONG-NEY-CHONG DAIRY FARM having Received by the Steamer Changsha, a supply of Marcin Cows from Newcastle, Australia, is now prepared to Supply the General Public with PURE COWS MILK (guaranteed), at 9 CENTS per Ordinary Pint, (reputed), deliverable to order, ANYWHERE within the Colony, be-

Daily FARM, or to the care of Mr. V. Damenberg, at H. M. Naval Yard, will be promptly attended to Hongkong, April 28, 1888.

tween 6 a.M. and 10 P.M. Orders sent direct to Wong-pry-CHONG

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES. FROM LONDON AND SINGAPORE

TIHE Steamship Metapedia, Captain Purvis, having arrived from the above Ports, Consignous of Cargo are hereby requested to send in their Bills of Ladingto the Undersigned for countersignature, and to take immediate delivery of their Goods from alongaide.

Cargo impeding the discharge of Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Intstant, or they will not be to cognised. RUSSELL & Co.,

Hongkong, May 11, 1888. -

SHIRE LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON, S.S. PENANG AND SINGAPORE.

MONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the Kow-LOON WHARF & GODOWN Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

notice to the contrary be given before 4 p.m. may be obtained. TO-DAY. No Claims will be admitted after the

Goods have left the Godowns, and all Goods remaining undelivered after the 16th Instant will be subject to rent. All Claims against the Steamer must be remaining undelivered after the 19th Instant

presented to the Undersigned on or before the 16th Instant, or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by cognised. ADAMSON, BELL & Co.,

Hongkong, May 10, 1888.

STEAMSHIP SINDH.

COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE TO CONSIGNEES.

ex Steamships Yorouba and Indus, General, -ADAMSON, BELL & Co. from Antwerp, ex Steamship Romanul. from Havre, ex Steamship Indus, and from Bordeaux, ex Steamship Ville de Lille. in connection with the above Steamer. are hereby informed that their Goods- Co. with the exception of Treasure and Valuables are being landed and stored at pos. their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will beforwarded on, unless intimation is received from the Consignees McCaslin, Manila May 9, General. before Noon To-DAY (Thursday), request- RUSSELL & Co. ing it to be landed here. Bills of Lading will be countersigned by

the Undersigned. Goods remaining unclaimed after Tuurs-DAY, the 17th May, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to me on or

before SATURDAY, the 19th May, or they will not be recognised. No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Hongkong, May 10, 1888. GLEN LINE OF STEAM PACKETS. FROM ANTWERP, LONDON, PENANG

AND SINGAPORE. (FIHE Steamship Gleneagles, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong AND KOWLOGN WHARF AND GODOWN Co., LD.,

at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-DAY, the 10th Instant. Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Consignees are hereby informed, that Socie all Claims must be made immediately, as none will be entertained after the 14th Instant.

Bills of Lading will be countersigned by DAVID BASSOON, SONS & Co.,

750

* Equalization of Dividend Fund.

Agents. Hongkong, May 9, 1888,

To-day's Advertisements

FOR KOBE AND YOKOHAMA. The Steamship

Capt. James Thom, will be despatched for the above Ports on MONDAY, the 21st Inst., For Freight or Passage, apply to

GEO. R. STEVENS & Co., T Hougkong, May 12, 1888. HONGKONG GENERAL CHAMBER OF COMMERCE.

SPECIAL General MEETING of the - MEMBERS will be held on TUES. DAY, the 22nd Instant, at 4 o'Clock p.m., Bt the CITY HALL, to NOMINATE & MEMBER of the CHAMBER to take the place of the Hon, A. P. MACEWEN, in the LEGISLATIVE Council, during his absence from the Colony.

By Order. H. U.-JEFFRIES. Hongkong, May 12, 1888 NOTICE TO CONSIGNEES.

ALBANY, FROM GLASGOW, LIVERPOOL PENANG AND SINGAPORE.

CIONSIGNEES of Cargo are hereby inof formed that all Goods, with the kong exception of Opium, are being landed at their risk into the Godowns of the Kow-LOON WHARF & GODOWN Co. at Kowloon; Optional Cargo will be forwarded unless whence and/or from the Wharves delivery stlewaite, Souza and Consul von Mollendorf.

> Optional Cargo will be forwarded miless notice to the contrary be given before Chinese. Noon To-DAY. No Claims will be admitted after the Anderson, I European, and 225 Ohineso. Goods have left the Godowns, and all Goods

will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 19th Instant, or they will not be re-

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co.,

Hongkong, May 12, 1888.

SHIPPING. ARRIVALS.

May 11, 1888 :-Albany, British stemper, 1,489, Ed. ONSIGNEES of Cargo from London Porter, London and Singapore May 6, - May 12 -

> Velow, Gorman steamer, 636, Wullf, Chefoo May 5, Beans, -ED. SCHELLHASS &

Yangtsze, British steamer, from Wham-Abergeldie, British steamer, 1,878, J Murray, Saigon May 8, Rico. - ORDER. Diamante, British steamer, 514, A. A.

Phra Chom Klao, British steamer, 1,012, Fowler, Bungkok May 6, General .-UEN FAT HONG.

Foochow May 9, Amoy 10, and Swatow 11, General. - DOUGLAS STEAMSHIP Co. Anton, German steamer, 396, E. Aeroboe Pakhoi May 9, and Hoihow 11. General .-WIELER & Co.

> DEPARTURES. May 12 :-

Antenor, for Amoy and Shanghai, Ciccro, for Saigon, Glenragles, for Shanghai. Penshaw, for Manila, Rhica, for Singapore and Bombay. rea Tannadice, for Sydney. Benlarig, for Singapore, Velow, for Whanipon,

Anton, for Holhow and Pakhoi. Albeiny, for Shanghai. Angers, for Saigon, Monmouthshire, for Nagasaki Namoa, for Coast Ports. Fooksang, for Swatow. Metapedia, for Yokohama Glenfalloch, for Swatow. Pathan; for Hankow. Smit, for Saignn,

Yangtere, for Shanghal.

Columbus, for Bangkok.

Frejr, for Haiphong.

Per Albany, from London: for Hiogo, Mr A. Wilson. From Singapore : for Hong-75 Chinese. Per Velox, from Chefoo, 1 Chinese.

Per A ergeldie, from Saigon, 12 Chinese. Per Diamante, from Manila, Messrs Thi-Zaultors, and I 5 Chinese. Per Phra Chom Klao, from Bangkok, 200

Per Haiphong, from Coast Ports, Mr Per Anton, from Hollow, Mr Müller, and 52 Chinese. DEPARTED.

Per Antenor, for Amoy, I European, and Per Cicero, for Saig m, 12 Chinese. Per Gleneagies, for Shanghai, 3 Euro-

Per Khiva, for Singapore, 3 Europeans, and 76 Chinese. Per Tannudice, for Sydney, 70 Chinese. TO DEPART.

Per Anton, for Holhow, 50 Chinese. Per Albany, for Shanghai, I European. Per Jugers, for Saigon, 150 Chinese. Per Monmouthshire, for Nagasaki, 2 Chi-

Per Namoa, for Coast Ports, 5 Europeans, Per Fooksang, for Shanghai, 12 Chinese. Per Yangisze, for Shanghai; 14 Chinese. Per Frejr, for Haiphong, 30 Chinese.

SHIPPING REPORTS

The British steamer Albany reports From London and Singapore May 6th, had light variable winds and clear fine weather the whole passage. The British steamer Diamante reports : Had fine weather and smooth sea through-

The British steamer Phra Chom Klao reports: Had light to moderate breeze and ine weather throughout. The British steamar Haipkong reports :

Left Foochow 9th instant, and experienced Haiphong, British steamer, 1,122, Harris, light N.E. winds, with hazy weather to

Amoy; from there light variable winds to Swatow : thence to Hongkong, calm with passing rain showers. Steamer in Amoy, Activa. Steamer in Swatow, Whampoa.

POST OFFICE NOTICES. MAILS will close:-

For SWATOW, AMOY & FOOCHOW. Per Namon, at 8,30 a.m., on Sunday the 13th inst. For SHANGHAL .-Per Yang'sze, at 9 a.m.; on Sunday, the

For NAGASAKI, KOBE & YOKOHAMA the 13th inst. Por Nestor, at 9 a.m., on Sunday, the 13th inst.

For SAIGON .-Per Smit, at 9 a.m., on Sunday, the 13th Por Angers, at 9 a.m., on Sunday, the

13th inst. For SHANGHAI, KOBE & YOKOHAMA Per Albany, at 9 a.m., on Sunday, the 13th inst. For YOKOHAMA & KOBE .-

Per Metapedia, at 11.30 a.m., on Monday the 14th inst. For AMOY & MANILA.

Per Diamante, at 3.30 p.m., on Monday the 14th inst. For STRAITS & CALCUTTA .-Per Japan, at 11.30 a.m., on Tuesday, the 1 th inst.

For SAIGON .-Per Drachenfels, at 3.30 p.m., on Tuesday, the 15th inst. For SYDNEY & MELBOURNE ._.

Per Chingte, at 5 p.m., on Tuesday, the 15th inst For NAGASAKI, KOBE, YOKOHAMA, Per Malion, at 5 p.m., on Monday, the

MAILS BY THE BRITISE PACKET. -The British Contract Packet Ancona will

21st inst.

be despatched on SATURDAY, the 19th Inst., with Mails for the United Kingdom, Europe, and countries beyoud, via Brindisi; to the Straits Settlements, Netherlands India, Burmah. Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET. -The United States Mail Packet City of Rio de Janeiro will be despatched SATUR-.DAY, the 19th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :-

2.15 P.M. Registry ceases. 2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

French Contract Packet Ava will be despatched on THURSDAY. the 24th May, with Mails to the United Kingdom, Europe, and places beyond, vid Marseilles; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

usual hours will be observed in closing the Mails, &c.

Vessels Advertised as Loading.

Kobé and Yokohama	Destination.	Vesse s.	Caption.	Agents.	ate of Leaving
London, and Ports of Call. Aucona (8). Jackson Butterfield & Swire. May 17. Manila, via Amoy. Diamante (8). W. J. Webber P. & O. S. N. Co. May 19, at noon. Marseilles, and Ports of Call Ava (8). Vimont Russell & Co. May 14, at 4 p.m. Magasaki, Kobé and Yokohama Nestor (8). Vimont Butterfield & Swire. May 24, at noon. Magasaki, Kobé and Yokohama Malwa (8). Thompson Butterfield & Swire. May 13. New York, via Suez Canal Strathleven (8). City of Rio ds Janeiro (8). Strathleven (8). Adamson, Bell & Co. May 14. San Francisco, via Yokohama Gaelig (8). Pactolus Burnham Butterfield & Co. May 19, at 3 p.m. San Francisco, via Yokohama Gaelig (8). Pactolus Burnham Butterfield & Co. May 19, at 3 p.m. Shanghai Yangtsze (8). Tönningsen Siemssen & Co. May 19, at 11 a.m. Shanghai, via Amoy Cyclops (8). Nish Butterfield & Swire. May 16. Singapore, Penang and Calcutta Japan (8). T. S. Gardner. David Sassoon, Sons & Co. May 15, at noon.	Kobé and Yokohama.	Gaelong (s)	James Thom	Car D. Cr.	
London, and Ports of Call. Aucona (s). Jackson Butterfield & Swire. May 17. Manila, via Amoy. Diamante (s). W. J. Webber P. & O. S. N. Co. May 19, at noon. Marseilles, and Ports of Call Ava (s). Vimont Russell & Co. May 14, at 4 p.m. Magasaki, Kobé and Yokohama Nestor (s). Vimont Butterfield & Swire. May 24, at noon. Magasaki, Kobé and Yokohama Malwa (s). Thompson Butterfield & Swire. May 13. New York, via Suez Canal Strathleven (s). C. W. Pearson. Adamson, Bell & Co. May 14. San Francisco, via Yokohama Gaelig (s). Pactolus Burnham Butterfield & Co. May 19, at 3 p.m. San Francisco, via Yokohama Gaelig (s). Pactolus Burnham Butterfield & Co. May 19, at 3 p.m. Shanghai Yangtsze (s). Tönningsen Siemssen & Co. May 19, at 11 a.m. Shanghai, via Amoy Cyclops (s). Nish Butterfield & Swire. May 15. May 16. Surgapore and Penang and Calcutta Japan (s). T. S. Gardner. David Sassoon, Sons & Co. May 15, at noon.	London, via Suez Canal	Achilles (s)	Anderson	Buttonial S. S. Co	May 21, at 5 p.m.
Marseilles, and Ports of Call Ava (s) McCaslin Russell & Co. May 19, at noon. Nagasaki, Kobé and Yokohama Nestor (s) May 24, at noon. Nagasaki, Kobé and Yokohama Nestor (s) May 13, at noon. New York, via Suez Canal Strathleven (s) City of Rio ds Janeiro (a) Adamson, Bell & Co. May 12, at daylight Gaelig (s) Pactolus Burnham Bursell & Co. May 19, at 3 p.m. San Francisco, via Yokohama Gaelig (s) Pactolus Burnham Bussell & Co. May 19, at 3 p.m. Shanghai Yangtszs (s) Tönningsen Siemssen & Co. May 13, at 11 a.m. Shanghai, via Amoy Cyclops (s) Nish Butterfield & Swire May 16, at noon. May 10, at noon. May 124, at noon. May 125, at daylight Co. May 14. Pacific Mail S. S. Co. May 19, at 3 p.m. Burnham Bussell & Co. Quick despatch. Siemssen & Co. May 13, at 11 a.m. May 13, at 11 a.m. May 14. Pacific Mail S. S. Co. May 13, at 11 a.m. May 13, at 11 a.m. May 14. Pacific Mail S. S. Co. May 15, at 11 a.m. May 13, at 11 a.m. Nelson Butterfield & Swire May 15, at noon.	1.00.0 a. 1.00.1 a. 1.00.1 Sec. And C. 1.00.1 b. 1.00.1 a. 1.00.1 a. 1.00.1 a. 1.00.1 a. 1.00.1 a. 1.00.1 a.	I I II - A - A - A - A - A - A - A - A -		THE WARREST STATE OF CAUCIFIC	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Nagasaki, Kobé and Yokohama Nestor (s). New York, via Suez Canal Strathleven (s). City of Rio da Janeiro (a). San Francisco, via Yokohama Gaelig (s). San Francisco Pactolus Shanghai Yangtsza (s). Shanghai Yangtsza (s). Shanghai Yerona (Manala aid Associated Call	Aucona (s)	W. J. Webber	P. & O. S. N. C.	May 17,
Nagasaki, Kobé and Yokohama Nestor (s). Nagasaki, Kobé and Yokohama Malwa (s). New York, via Suez Canal Strathleven (s). Strathleven (s). City of Rio da Janeiro (a). City of Rio da Janeiro (a). Gaelis (i). Can Francisco, via Yokohama Gaelis (i). Can Francisco Pactolus Burnham Bussell & Co. Shanghai Yangtsza (s). Changhai Verona (s). Changhai, via Amoy Cyclops (s). Changhai, via Amoy Gaelis (s). Cyclops (s). Nish Butterfield & Swire. May 13. May 12. May 12. May 12. May 14. Co. S. N. Co. May 19, at 3 p.m. Cuick despatch. Siemssen & Co. May 13, at 11 a.m. May 14. Cyclops (s). Nish Butterfield & Swire. May 15, at noon.	production vis Athory.	(1 tin to be shown to 1 a)	19.6	~ · · · · · · · · · · · · · · · · · · ·	MATERIAL AND MARKET
San Francisco, via Yekohama. City of Rio da Janeiro (a). San Francisco, via Yekohama. City of Rio da Janeiro (a). San Francisco, via Yekohama. Gaelis (a). Pactolus Pactolus Burnham Tonningsen Siemssen & Co. May 19, at 3 p.m. Russell & Co. Quick despatch. Siemssen & Co. May 13, at 11 a.m. Shanghai Verona (a). Verona (a). Singapore, Penang and Calcutta Japan (b). Menelaus (c). Nelson C. W. Pearson. Adamson, Bell & Co. May 19, at 3 p.m. Quick despatch. P. & O. S. N. Co. Quick despatch. Butterfield & Swire. May 15.					
San Francisco, via Yekohama. City of Rio da Janeiro (a). San Francisco, via Yekohama. City of Rio da Janeiro (a). San Francisco, via Yekohama. Gaelis (a). Pactolus Pactolus Burnham Tonningsen Siemssen & Co. May 19, at 3 p.m. Russell & Co. Quick despatch. Siemssen & Co. May 13, at 11 a.m. Shanghai Verona (a). Verona (a). Singapore, Penang and Calcutta Japan (b). Menelaus (c). Nelson C. W. Pearson. Adamson, Bell & Co. May 19, at 3 p.m. Quick despatch. P. & O. S. N. Co. Quick despatch. Butterfield & Swire. May 15.	Nagasaki, Kobé and Velenborne	Nestor (8)	Thumpson	Buttarfield & Naire	May 24, at noon.
Pactolus Pactolus Pactolus Pactolus Pactolus Pangtaze (a) Pactolus Pangtaze (b) Pactolus Pangtaze (c) Pactolus Pangtaze (c) Pangtaze (c	New York, via Suga Conel	Canaliana (S)		P. & O. S. N. Co.	May 13.
Pactolus Pactolus Pactolus Pactolus Pactolus Pangtaze (a) Pactolus Pangtaze (b) Pactolus Pangtaze (c) Pactolus Pangtaze (c) Pangtaze (c	San Francisco via Vokobema	Gitta of Dia 1. Y	O. W. Pearson	Adamson, Bell & Co	May 22, at daylight
Shanghai Sha	San Francisco, via Yokohama	Guella (4)	*****************	Pacific Mail S. S. Co.	Muy 10 at 2 a
hanghai. Verona (s). Cyclops (s). Nish Ingapore, Penang and Calcutta Japan (s). May 15, at 11 a.m. May 14. Cyclops (s). Nish T. S. Gardner. Nelson Nelson Butterfield & Swire. David Sassoon, Sons & Co. May 15, at 11 a.m. May 14. Cyclops (s). Nelson Nelson Butterfield & Swire. David Sassoon, Sons & Co. May 15, at noon.	San Francisco	Pactoline		U. & O. S. S. Co.	May 30 at 3 p.m.
hanghai. Verona (s). Cyclops (s). Nish Ingapore, Penang and Calcutta Japan (s). May 15, at 11 a.m. May 14. Cyclops (s). Nish T. S. Gardner. Nelson Butterfield & Swire. David Sassoon, Sons & Co. May 15, at 11 a.m. May 14. Cyclops (s). Nelson Butterfield & Swire. David Sassoon, Sons & Co. May 15, at noon.	Shanghai	Vanotage (a)	Burnham	Russell & Co	Onick despatch
hanghai, via Amoy. Cyclops (s) Ingapore, Penang and Calcutta Japan (s) Ingapore and Penang. Menelaus (s). Nish T. S. Gardner. Nelson David Sassoon, Sons & Co. May 15, at noon.	Shanghai	Albany (s)	ronningsen	Siemssen & Co	May 13, at 11 a m
Singapore and Penang Menelaus (s)					
Singapore and Penang Menelaus (s)	Shanghai, via Amoy	Cyclops (s)	Nigh	P. & O. S. N. Co	Quick despatch.
Nelson Nelson Butterfield & Sassoon, Sons & Co May 15, at noon.	Singapore, Penang and Calcutto	Japan (a)	T. S. Gundana	Butterfield & Swite	May 15.
Watton	BIDTEDOPO BY A Library		The state of the s	AJBVIO MARRONN Same From 1	W
Arthur Butterfield & Swire May 13, at 9 a.m. Swire May 16, at daylight, Adamson, Bell & Co. May 15, at 3 p.m. Purvis Russell & Co. May 14, at noon.	bwattiw, Amoy and Foochow	Namos (s)	Goddard	Divisional de Swire	May 18.
watton	sydney and Melbourne.	Chingtu (s)	Arthur	Buttone 13 Park & Co	May 13, at 9 a.m.
PurvisRussell & CoMay 15, at 3 p.m. Russell & CoMay 14, at noon.	Valenta Valenta Vokohama	Batavia (s)	Watton	Adamson Pall & C	May 16, at daylight,
May 14, at noon.	rogonama and Kobe	Metapedia (s)	Purvis.	Russoll & Co	nay 15, at 3 p.m.
				Transfer to Original Indian	nay 14, at noon.
					121 400

A gamela				-				14, at 100H.
Hongkong, May 10, 1888.	3		SHA	RE I	ISTQUO	TATIONS.		
FROM HAMBURG, PENANG AND	- [4	MAY 12, 1888.
SINGAPORE.	SEPERA.	Nos. of Shares	Value.	Paul-	Position PER Keneroe.	LAST REPORT. Balancec. f ward	Last Dividend	Cash.
THE S.S. Lydia, Captain G. PETERSEN	BANEH.						-	
aving arrived from the above Ports	Longkong and Shanghai Bank Corn	. 60,00	6 1-1	all	8 3,900,000	\$ 20,903.51 at working a/c	30/ for b year	Miro of
Consignees of Cargo are hereby requested	1				7, 1, 1	working a/c	to Dec. 31/87	5159 % prem.
to send in their Bills of Lading for counter- aignature by the Undersigned, and to take	- INSURANCES.	F 00.]		1	
immediate delivery of their Goods from	e North-China insurance Co., L.1	5,000		£ 14	Tls. 100,000	Tls. 496,132.00	Tls. 23.65 for	Pic. 290
Blongside.	Tanguage Insurance Company, La,	8,000	£ 2	all	\$ 50.00	Tis: 3,059,76	1886	N(100)1
Ontional Cargo will be forwarded as-	Union Insurance Society Co., Ld	10.00C	3 251	\$ 25	5 675,00	\$ 314.012.96	26 %, 1886 8	la. 108, sellers
less notice to the contrary be given before	Unitie Traders Insurance Co., Ld	24,000	83.3	-	4 600,00%	\$ 245,240.04	20 % # amum	GQ mallaws
ATOUR A DEMORROW. THE SER Instant.	The state of the contract of the state of th	10,000	25			440,007.00	110 % for 1887 k	74
Any Cargo impeding her discharge will	Chinese Insurance Co., Limited	1,000	1,000	_		* 145,771,29	8 % for 1886 is	180 nom
be landed into the Godowns of the Kow-	Hongkong Fire Insurance Co., Ld China Fire Insurance Co., Ld	20 000	# 25x	51	1,031,486	203,243.50	529.80 for '86 S	3224
LOON PIEB AND GODOWN Co. and stored at Consignees' risk and expense.	Singapore Insurance Company, Ld.	40.0005	100	_	a salecal	* 204,003.90;	\$ 6 for 1886 S	72
No Claims will be admitted after the	The Straits Fire Insurance Co., Ld.	20,000 8	100		72.5	17,000		17, sellers
Goods have left the Godowns, and all Goods	The Straits Insurance Co., Ld	30,000	100		8 200,000	75,832.52	5 % for 1886 8	17, ex div.
remaining undelivered after the 15th Inst.						10,002.02	3:	26
wall be subject to rent.	PTEAMBOAT COMPANIES.	11 .		- 6	9' *40 000		4 4	
All broken, chafed, and damaged Goods	HEC. and M. Steamboat Co., Ld.	40,000	2	all (\$ *40,000 \$ +200,000	3.696 40	7 % half year 82 Dec. 31/87	204
are to be left in the Godowns, where they	Douglas Steamship Co., Limited	20,000 \$	50	all	\$ 127,320,8	115, 20	Dec. 31/87	202
Will be examined on the 15th Inst. at 4 n m	Indo-Ohina S. N. Company, Limited	18.387	1111		4 41,1000			53 buyers
No Fire Insurance has been effected.	W. W. DOO BOAFES ISSUED	31. 212 ±	11/15			4,887,5.9	5 % for 1886/7 17	2 % dis., buyers
SIEMSSEN & Co.,	China and Manils S. S. Co., Ld	3,500	50	all	***			
Agents.	MEQUELLANEOUS.			5				! */. prem.
Hongkong, May 7, 1888. 742	Dienne & Williams To 1 Co.	12,500 6	120	ell		1 901 201	INL W 5 107 00	
	HK, and China Gas Co., Limited.	5, 100 £		all			10½ % for '87 32	
NOTICE TO CONSIGNEES.	New Shares	1,90t £		7.1	E 9,177.31.	1.527.3.11	.0 % and 2 % 31	30 per share, buyers, fully
	Language Holes Company Dr. 1	, ,		'			onus for 84	oo per stare, buyers, inili
FROM CALCUTTA, PENANG AND	3,000 sha, issued	3,000	100	all	\$	678.94	5 half year \$1 une 30 1887	70 paid up
SINGAPORE.	China Sugar Company, Limited	15 000	100	ali		6	% for 1 rose	
SINGAPORE,				ALL		13,781.53 t	% for 1 year \$1.00 June 80/87	47 buyers
THE Steamship Japan having arrived	Hongkong Ice Company, Limited Hongkong Bakery Company, Ld	5,000 3	25	all ;	37 500 8	429.001	6 % for 1887 6	9
I from the above Ports, Consignees		7,000 \$	36	all 8	6, OUR &	514.57 1	" % for 1886 9	5 nominal
of Cargo are hereby informed that their	Persk Sugar Cultivation Co	5,000 T	L 50	all		129,30 1.18 N	Vone Eo	8 11
Goods are being landed at their risk into	Ferak I'm Duning & Stang Co	5,000	5/1	all			one The	s. 18 " sellera
the Hongkong and Kowloon Whare and	Punjom & Sunchie Due Samston				6	B	one gl	0
GODOWN COMPANY'S West Point Godowns,	Mining Uo.	10,000	- 10	all		N	Yone \$11	14
whence delivery may be obtained.	LIL OF LOW: What A thodown CA il	7,000 8	100 =	all-				
Cargo remaining undelivered after 15th	H Roog Kope Manufactory Co., Tal.	3,000 6	4 - 4	all			One 95	7 prem., cash
Instant will be subject to rent. No Fire Insurance has been effected.	A. S. Watson & Co., Limited	3,800 \$	100	all 8	20,000 8	411.471	3 % for 1887 85	% prem., ex div.
Consigness are hereby informed that	National New York of the North of the National N		100\$	50		•••	12	% prem., ex div.
all Ulaims must be made immediately as	du Tonkin	8,000 Fc	a 500 F	.500				
none will be entertained after the 14th			·				- 00	% prem, buyers
American Control of the Control of t	the property of the second of the Table 1998 of the second		1 1		10 11 11 11 11 11			

yearly, 30 June

March & Sept.

t Depreciation and Insurance Fund

T700,000 Tl. 250

At debit.

11 2 prem, buyers

MEMOS. FOR TO-MORROW. Shipping.

9. s. m. -- Namoa leaves for Coast Ports. 11 a.m. - Yangteze leaves for Shanghai. Nestor leaves for Nagasaki, &c. Achilles leaves for London.

RELIGIOUS SERVICES :--

Union Church.-Divine Worship, 11 A.M. -Rev. G. H. Bondfield, Service in Chinese, 2 P.M. Rov. J. Chalmers, M.A. LL.D. Seaman's Services. The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Per Monmouthshire, at 9 a.m., on Sunday, Sunday evening at, 7.30. All Seamen are invited to attend

GERMAN BETHESDA CHAPEL. - Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House, Sr. Joseph's Chunch, Garden Road .-

9 a.m. Mass and Sermon. 5.30 P.M. Evening Service. Benediction. ST. PETER'S SEAMEN'S CHURCH, Sailors' Home. Service every Sunday at 6 P.M. Holy Communion at 7.30 A. M. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service overy Thursday at 6 P.M.

Services are conducted by the Rev. J. A. Turner, in the Wesleyan Mission Rooms, 127 Queen's Road East, on Sundays at 9.45 A.M. and 6 P.M.

MEMOS. FOR MONDAY. Shipping.

Noon. - Metapedia leaves for Y'hama, &c. 4 p.m.—Diamante leaves for Manila, &c. Albany leaves for Shanghai. Strathleven leaves for New York.

Auctions. Meetings.

3 p.m. - Meeting of Shareholders of A. S. 9 p.m. - Meeting of Perseverance Lodge.

General Memoranda. Tuesday, May 15 :-Goods per Lydia undelivered after this date subject to rent.

Goods per Japan undelivered after this date subject to rent. WEDNESDAY, May 16 :--3 p.m.-Meeting of Shareholders of The Richmond Terrace Estate and Building from the Colony.

Co., Ltd., at No. 36, Queen's Road, Goods per Monmouthshire undelivered after this date subject to rent. THURSDAY, May 17:-Goods per Steamer Sindh unclaimed

after Noon subject to rent. 4 p.m.—Auction of Piece of Ground with at least before this note appeared ! Furnace Work-shops and Buildings. Goods per Gleneagles undelivered after this date subject to rent. FRIDAY, May 18:-

Claims against the Metabedia must be sent in to Messrs Russell & Co., on or before this date. SATURDAY, May 19 ;-

MONDAY, May 21 :--2 p.m.-Auction of Japanese Curios and Works of Art at Messrs Kuhn & Co.'s. Puesday, May 22:-

merce at the City Hall. EDNESDAY, May 23 :--2 p.m.-Auction of Japanese Curios and

THURSDAY, May 24 :--

LIMITED.

A. S. WATSON & Co.,

SUMMER REQUISITES.

WATSON'S DRICKLY HEAT LOTION

POWDER, BAY RUM, TOILET VINEGAR.

WATSON'S EFFERVESCENT SALINE, CITRATE OF MAGNESIA, AND -CHIRETTA BITTERS.

THE HONGKONG DISPENSARY. Hongkong, May 8, 1888.

The publication of this issue commenced at 8.20 p.m.

The China Kinil.

HONGKONG, SATURDAY, MAY 12, 1888. TELEGRAMS.

LONDON, May 10.

SUPPLIED TO THE 'CHINA MAIL.'] (Via Southern Line.) THE HOME DEFENCES.

The Right Honourable Edward Stanhope has received an influential deputation of Commoners interested in the above subject. Inreplying, the Right Honourable gentleman reviewed the defensive measures voyage either in July or August next. Up

The March 22 the work of the immense raft adopted by Her Majesty's Government for the safety of the ports, notably those of London, and stated that the Government have resolved to organize a third army corps four permanent appointments of Consular of regulars and militia, to be supported by officers in Corea. At present the Consul. a decree in the Supreme Court, were convolunteers, landwards, the Government relying largely upon the patriotism of the latter body.

(From Singapore Papers.)

THE VOLUNTEER FORCE. London, May4. - Mr Stanhope introduced case of emergency. The Bill was read the

GERMANY AND RUSSIA. of the Interior of the Panslavist General LOCAL AND GENERAL.

PASSED SUEZ CANAL DEWARD BOUND :- Northern, March 27 Yorkshire, April 3; Devonshire, 13; Weardale, 17; Laertes, Neckar, Ghazee, Regius, William Burkitt, Chingwo, Balcarres Brook, Chowang, 4; Dinbighehire, Telamon, Hailoong, 8; Bellona, Glencoe, Monarch, 11.

OMEWARD BOUND :- Jacob Christensen, April 13; Glenroy, 17; Niobe, 241 Hesperia, Telemachus, May 1; Stentor, Preussen, 8; Electra, Patroclus, 11.

The steamer Verona, with the English Mair of April 13th, left Singapore on Wednesday, the 9th May, at noon, and may be expected here on Monday, the 14th May. This packet brings replies to letters despatched from Hongkong on March 7th.

The O. S. S. Co.'s steamer Cyclops, from Liverpool, left Singapore on the 7th inst., and may be expected here on or about the 13th inst. The P. & O. 'extra' steamer Kushgar left

Bombay for Hongkong on the 3rd instant, at daylight. 'he Canadian Pacific steamship Parthia left Vancouver on 30th April for this

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL .- SUNDAY AFTER ASCENSION. Matina :- Venito, Turle ; Paulma, Woodward & Smith : Anthem, My God, look upon me; Litany; Hymn, 148, (lat pt.)

vensong :- Psalms, Teesdale & Hawes .WE observe that the new Douglas steamer 4.30 p.m. -Auction of Leasehold Pro, Hailoong, Captain Pocock, passed the Canal on the 8th instant on her way out.

Central Market and Pottinger Street. Only the top floor was burned, the rest of

the house being saved by the brigades. A MEETING of the Hongkong General Cham- this year by Sir Albert Rollit, M.P. Acber of Commerce will be held on Tuesday, the 22nd inst., to nominate a member to take sisting of the full or usual names of all the the place of the Hon. A. P. MacEwen, in partners or all the acting partners without the Legislative Council during his absence

The Straits Times says :- Yesterday afternoon Lady Smith was at home for the first | ticulars required by the Bill to be registertime since her ladyship's return from ed are (1) the firm-name; (2) the nature of Penang.' This is cortainly ambiguous: Lady the business; (3) the place or places of the

MR Wharry, of the Chinese Consular Ser- where a business is commenced in the fuvice, has lately returned from Pekin to his ture or a new place of business opened, the post as Political Assistant at Bhamo, and I date of such an event The statement of (correspondent Manchester Guardian) learn these particulars is to be written and signthat he will be joined there by Mr Baber, ed by the persons themselves, or is to be ac-Chinese Secretary to the Legation at Pekin, knowledged in the presence of a magistrate who is at present in this country. The or a solicitor, by whom the signatures or Goods per Albany undelivered after Joint Boundary Commission, it is now acknowledgments are to be attested. And settled, will not begin its work until the when vor a change occurs in the constitucommencement of the next cool season, tion of a firm it is to be registered, as also. and Mr Baber will arrive in time to take is any change in the name. For default in part in the work of delimitation.

2 p.m.-Auction of Japanese Carios and Dr. Junemann, an Austrian chemist, claims for knowingly making false returns the Works of Art at Mesars Kuhn & Co.'s. to have invented a fluid of most destructive punishment may be imprisonment with 4 p m.—Meeting of Members, of the properties. The fluid when brought into hard labour for a term not exceeding two Hongkong General Chamber of Com- contact with the air, after the explosion of years. The register is to be kept by the transformed into a gas, which, being heavier will send abstracts of the statements to the than the air, descends to the ground, killing registrars of the County Court in whose disall men and animals within its reach, and tricts the places of business are, and they Works of Art at Messrs Kuhn & Co.'s. moreover destroying iron, bronze, and other | will also keep indexes &c. The statements 4 p.m. Meeting of Shareholders of the metals, as well as setting all inflammable thus registered are to be kept open to any Punjom and Sunghie Dua Samantan things on fire. So at least the inventor one's inspection on the payment of a small declares in a letter published in one of the fee. After registration the registered name Vienna newspapers, and he adds that as far back as 1848 he offered his invention to the Austrian War Office, which, however, declined both then and on a subsequent occasion to make experiments. For this reason he new gives publicity to his invention, as his patriotic feelings do not allow him to reveal his secret to foreign Governments.

> THE Straits Times says :- The heavy drop in tin is likely to prove a sore blow to mining enterprise in the Malay Peninsula. The fall from £166 to £92 per ton means diminished profits and the abandonment of mines that under these altered circumstances can only be worked at a loss. The collapse of the syndicate which succeeded in forcing up tin to 59 dollars a picul, proves once more that artificial interference with the laws of supply and demand must come to naught sooner or later. The low quotations ruling for the article a few months ago led a number of speculators to band themselves shuffling with the question. The colonies together to raise the price by monopolising have resolved on total exclusion and are greed aroused the indignation of many practically enforcing it now. They cerpeople in France, who wanted the penal law set in motion against them. Wiser heads advised a let-alone policy and giving

From information which has just been received from St. John, N.B., it appears that another timber raft is being con. Chinese passengers to Australia. The structed, even exceeding in size the last impression here and at Home is that the timber raft, which came to grief. The raft is being made by the same owner as the colonies are already virtually carrying out last—namely, Mr James D. Leary, and it is termed a timber ship. It is to be 650 supposing the Home Government to have longer than the previous one; is to be sharp consented to the demands of the colonists. at the bow, like a sailing vessel, and is to there has been no time to negotiate a have six masts. It will, of course, carry a treaty with China. We may therefore supthe last raft, the present one will not be pose that the Australians have determined, towed, but is to sail like a ship. The while waiting the reopening of events, to huge raft are now being chained together strain all the laws with reference to Chinese at a place called Joggings, under the they have already passed, so as to make the direction of Mr W. R. Robertson, who entry of Chinese difficult if not impossible. superintended the building of the late raft. This is doubtless the plan that is being carshipped from Nova Scotia, and it is expected | ried out in all the Australian Colonies just to March 22 the work of the immense raft was said to be about half completed.

directly the suzerainty of China over Corea -has always been a source of the utmost satisfaction to the former.

THE Rev. Edwin J. Venning has completed his translation of Mr Van Perelanr's 24; Bellerophon, Gl-norchy, Melpomene. work on the horrors of the opium trade in 27; Agamemnon, Hector, Yongtse, Java, and it will be shortly published under. the title of 'Baboe Dalima; or, the Opium Flend.

CHRMICAL analysis has just established the fact that the world-renowned Karlabad water known as the 'Sprudel' contains Geologists believe that the spring from which the Sprudel is drawn must in its course have become combined with a subterranean well which has passed through a gold-bearing stratum.

ONE of the mysterious phases of the Boulanger cult in France is the fact—which was alluded to by the Times correspondent last week-that there is an organised movement, well supplied with funds, having extended relations with the Provinces, and able to subsidise, or, at all events, to influence a portion of the French press. Where do these funds come from? Who constitute the secret 'syndicate' which is promoting the General's revolutionary efforts? The question is worth considering. it will not be forgotten that, when he was Minister for War, General Bonlanger was more than suspected of having held some important semi-official communications with Russis. It is certainly a suspicious circumstance that the Novoc Vremya should this week have reiterated its advice to President Carnot, who, it says, is still young and onergetic, fearless and popular, to abandon his passive attitude, Magnificat, Barnby; Nunc Dimittis, General Boulanger, to win his support. Why should the organ of Russian Chauvinism be so anxious to see Boulanger's position assured? Has Russia an interest in promoting the Chauvinistic spirit, embodied in General Boulanger, FIRE occurred early this morning at 3 that any of the money so freely spent on his Watson & Co., Ltd., at the Hongkong Chinese Street, a street between the behalf is supplied from Moscow or St. Petersburg?

> THE REGISTRATION OF FIRMS. - The proposalfor the compulsory registration of firms names has been brought before Parliament cording to this scheme every firm that carries on business under a firm-name not conany addition would have to be registered; as also would every person that carries on business under any firm-name consisting of "" or containing a name or addition other than his own full or usual name. The par-Smith returned from Ponang several days business; (4) the full name, usual residence, and other occupation (if any) of the person or person or persons engaged in it; and (5) registration the maximum fine is fixed at 14, for each day during which it continues; and a shell in which it has been contained, is registrar of joint-stock companies; and he is directed to be used in all matters relating to the business carried on.

THE CHINESE IN AUSTRALIA. The following telegram was received by

His Excellency the Governor :-

Governor Victoria to Governor Hongkong. Melbourne, 10th May. 'I telegraphed on 8th May. Since, received your telegram of same date, to which I replied. My Government deny new policy has been adopted, only strict, enforcement of existing law, but which they desire should be carried out in a manner to obviste as far as possible loss or inconvenience

to British merchants or passengers." This answer is nothing more nor less than tainly are not showing by their acts that they wish to obviate as far as possible 748 them rope enough. The event has proved loss or inconvenience to British merchants or passengers.' On the contrary their actions have been such as to lead telegrams" to be sent to agents here to send no more

PROPERTY SALES

To-day the sales by auction of the least I HEAR (Manchester Guardian) that it is hold property connected with the case Tam the intention of the Foreign Office to make Kwan Shi v. Yan Mi Ho, made pursuant to General at Seoul, the capital, is taken cluded by the sale of the piece of land at either from the China or from the Japan Bowrington to Mr Ng Puy Sam for Consular Service according to circums. \$2,100. Good prices were obtained for tances, and the same is the case with the all the properties. On the first day, lot Vice-Consul under him. As I understand, 1, consisting of Nos. 21 and 23, Wing it is now intended to appoint two officers Lok Street, feel to Mr Tam Lai Tal for definitely for Cores to these posts, and also \$26,200. Lot 2, Nos. 25 and 27, Wing Lok two more to the posts of Fusan and Street, was knocked down to Mr Tam Chan Gensan. These four will probably be in for \$25,700, while let 3, No. 29, Wing Lok corporated with the China Cousular Service, Street, fetched \$13,300, the purchaser bea Bill extending the powers of the Govern- and be treated for purposes of promotion, ing Mr Yung Sui. Lot 4, a corner lot, ment in calling out the Volunteers and transfer, &c., as members of the latter comprising Nos. 31 and 33. Wing Lok Unlike several other Powers-Japan, Street, was sold to Mr Tam Kit for \$28,050. Russia, and the United States, for example The last lot was the largest, consisting -Great Britain has refused to appoint an of ten houses, Nos, 1 and 2. Cross independent diplomatic officer to the Court Street, Nos. 31, 33, 35, 37, 41, 43, of Cores. Our Consul General there is and 45, Bonham Strand, and after a keen The nomination to a post in the Ministry always under the orders of the Minister at competition the lot fell to Mesers. Ng Pekin whose instructions to him in political Chan Tong and Fung Wa Chuen for the Bogdunovitch, who was last year dismissed matters are no doubt given after consults. sum of \$116.000. On the second day, from the Russian Army, has caused distation with the Chinese Government. This the first lot offered, comprising Nos. 209 practice-acknowledging, as it does, in and 211, Hollywood Road, and No. 1, Ng

Kwai Fong, having a total area of 1,833 from three to eight yards. Each carriage square feet, was knocked down to Mr U Wong for \$15,300. Lot 2 consisting of No. 2, Ng Kwai Fong, area 473 square feet, was bought for \$2,900 by Mr. Channg Kin Chun. who also became the purchaser of the next lot, No. 3, Ng Kwai Fong, aren 496 square feet for \$2,900. Lot 4, No. 4, Ny Kwai Fong, area 548 square feet, fell after some brisk bidding to Mr. Tam Kwan Shi for the Sum of \$3,95". Lot 5, a three storaged house. No. 132, Hollywood Road, area 1,048 square feet, fetched \$13,100, Mr. Tam Kit being the purchaser, and the last lot, three houses, Nos. 14, 16, and 18, Possession Street, area 3.385 square feet, was sold to four miles at the points and crossings. Mr. Tam Ohun for \$32,000.

A TRIP ON THE PEAR TRAMWAY, in the care, the landing platforms &c., and A party of Chinese, including Mr Ng. perhaps the line will be extended to Queen's Choy, (barrister at law, and now in the Chi- Road. In the meantime we are sure we nese Service at Tientsin), and Hon. Wong may safely congratulate Mr Findley Smith Shing paid a visit to Mr Candler at the Peak and this co-directors on the successful terto-day, and through the courtesy of Mr A. mination of one of the boldest ventures Findley Smith they were conveyed to their that has been made in this part of the destinction via the Peak Tramway. We world. He and his associates had a great availed ourselves at the same time of the op- deal of jealousy and opposition to contend portunity offered to us to make a trip in the with at the outset. When the scheme was cars-to experience the sensation of tra- first mooted there seemed a risk of its being velling, as it were, suspended between absorbed in a scheme for a low-level tramheaven and earth. On arrival at the way and then thrown aside. The highlower terminus, St. John's Place, we found level tramway, however, has practically bea crowd of natives gathered round the place come an accomplished fact, while the lowto see the wonderful car travel to the Peak level tramway ist-as-much in mibibus as by itself, without the aid of the great coolie. ever it was. Leaving out of account The car has not a very attractive look engineering difficulties, of which only That the Chamber of Commerce will soon at first sight; and we confess that weshared the popular prejudice that the up- can have any idea, there was at the right backs of the seats would prove very beginning the latent hostility of Peak reuncomfortable when on the incline of 1 in sidents to contend against, who did not 2. But however much the cars may be improved in the way of artistic embellishment. we must say that little could be done too however, has shown that the promoters improve the pleasantness and comfort of the ride. The passengers having, to use a The town is rapidly extending and every. nautical phrase, got on board, the manager, | year the demand for houses on the hill-top Mr Anderson, telephoned to the Peak ter- has increased. The tramway only anticiminus that all was in readiness, and away pates a want which would have become an the car went. One has a sensation of no- urgent necessity in a few years. It opens velty in finding one's self in a moving car, up a health resort which hitherto was only with no horses or steam engine attached within the reach of a few wealthy residents and of which the motive power ishid from and will thus contribute-to improve the sight. All one sees is the moving rope in | health of the whole town. The line is adfront, or rather the revolving pulleys along | mirably situated, for it cuts the town in two and seems like a conduit pipe leading from which the rope passes. On leaving the lower terminus, the incline is very gradual. and the only sensation one experiences is that of moving along a perfectly smooth -line without any jolting. On the tramway cars and railway carriages at home one has always to suffer more or less from deafening noise and jolting. The cars of the Peak tramway, however, run smoothly and almost noiselessly. Along the first part of the road the scenery is not extensive, but is beautiful and sylvan. On getting above Kennedy Road the view enlarges, and one see the harbour and the town stretching out beneath, as you are soaring heavenwards, or at least peakwards. Looking up the hill, as the Bowen Road is approsched, the steepest incline of I in appears in view, and one has some qualma about dangling midway, in a heavy car at the end of a rope, on this steep hill, and cannot help thinking that it will be uncomfortably difficult to maintain one's seat. But all fears and apprehensions are dispelled as the car glides smoothy on. The seats of course are fixed, and, as they always maintain the same position with reference to the car itself, no difference is found between travelling on the incline or on the level. It is only when one stands up and looks back that the slope of the car becomes manifest. And then it gives a peculiar sensation to one in the front of the car to look back or rather down on your fellow-travellers who are being pulled up, as it were behind you. From this altiview of the harbour and the surroundings is truly magnificent, and there is added to the pleasure of the scenery the agreeable feeling of soaring above the dull earth into cloud land. On near ing the top of the steepest incline the descending car, whose progress one has been able to watch almost from its start, is met and salutations are exchanged with those rolling down to the lower regions (of Hong. kong). Once at the top of the big incline there is only one small steep part to run up

time taken was only 9 minutes. As the line has not yet been officially sanctioned, it would perhaps be premature to give any technical details with regard to it. We may, however, mention one or two of the chief characteristics. The total length of the line is 4690 feet and the height of the upper above the lower terminus is 1207 feet. The gradients vary from 1 in 25 to 1 in 2. On the lower part of the line two steel rails of 35th, per yard are laid, of 5ft, gauge, and forming a single line; and on the upper half three rails are laid, forming a double line. Half way is a cross siding with four rails about 130ft. long in the clear, having switches at the lower end. Steel sleepers, weighing 24th per yard, are bedded in lime concrete 6in. thick. The bridges, eleven in number, are constructed of wrought iron girders. The carriages are mounted on bogies, and carry about forty passengers, and when loaded weigh between five and six tons. The motive power consists of two pairs of compound horizontal engines with multitubular boilers, each 40 n.h.p. and erected at the apper terminus. Motion is communicated to the carriages by means of a flexible plough steel cable, 37in. in circumference, passing over grooved winding drums, and tested to a breaking atrain of 54 tons. Cable guide pulleys are

and then the line takes a big curre towards

the Gap. The only feeling one has on near-

ing the top is one of slight disappointment.

The ride has been so pleasant, one could

have wished it had lasted longer. The

is fitted with two steel clip brakes, arrange od to grasp the centre brake rail, and to act at all times, unless held out of action by the brakesman; also with a pair of steel clip brakes to work on the 35lb rails. The contre brake rail is of steel, weighing 66lb. per yard, and is laid between the ordinary rails. It is jointed and fixed to the sleepers with steel bolts and clamps. The speed will be about six miles per hour, and reduced to

Doubtless once the line is opened for traffic various improvements will be made those who have undertaken such a work favour a scheme which they thought would make the Peak 'too common.' Experience, were acting in the true spirit of progress.

the heart of the town to the hills above. Along with Mr Smith, who has devoted a large portion of his time to the superintendence of the work, we must mention Mr J. F. Boulton, C.E., the engineer in charge, and Mr James Anderson, the manager, who contributed largely to the success of the outerprise. Messra Fenwick & Co. and Mr Rebbeck have furnished a part of the material, and their work was highly satisfactory. We hope that the official opening will take place in a few days, when we may take - the opportunity of giving further details.

'FRAGRANT WATERS' MURMUR That the Hon. A. P. MacEwen, who has actually departed this time, has done really good service to the Colony while in the Council; and all residents will unite in wishing him bon voyage and a pleasant holiday, while they promise him a hearty welcome back when he resumes his place here.

That Mr MacEwen's absence will probably not be regretted by some of the officials, as his questions usually necessitated a good deal of bustling around.

That Mr MacEwen has shown that the Tung Wah Hospital should not be used as a Ward (or cage) is not the best place to reside in:

That even the Hon. Wong Shing objected to the Tung Wah being kept up as a boarding house without matrons !

played his usual generalship in the wording of his answer to Mr MacEwen re the water mains, an answer worthy of a disciple of Loyols, and the Governor descrees great credit for the clever way right shoulders.

That there are several reasons why His Excellency should be particular in disavowing responsibility in this matter.

That I think the public are, on the whole, very well pleased with the manly utterances of the Governor, and with his evident desire to deal fairly with all interests; and we all regret to hear that his strength is scarcely equal to his desire to get through his work honestly.

That he was credited in certain quarters with somewhat autocratic tendencies when he first came amongst us, which so far have not been developed in any offensive way, and it is to be hoped never

That it is a clear duty of the Government to provide a Home, under proper manage ment, for the unfortunates whom our law rescues from the clutches of the procuress, but ample security should be taken that thorough supervision is exercised That I am glad to hear the Rev. Mr Ost has begun this work of training in an unobtrusive and small way, and has now seven girls under his charge.

That the Hon. C .- P. Chater has again appeared in the light of an enterprising and very sharp business man, in the Ardgay business, and that the Directors of the Dock Company appear in quite another light altogether.

That in fact the holders of Dock shares are indignant at the hopeless, humiliating and feeble action of the Directors throughout this business; and if I were to jot down all I hear about this unaccountable That Mr Lister would seriously object to distress. Next day they stood in again, but affair, you would hesitate to give it publicity.

placed along the line at distances varying | That the Directors seem to have bowed | not egree with the P. M. G.

of Finance and Finesse, and it looks very like as if the G. P. had not responded 'worth a cent': so that the great man now smiles serenely, while the Dock Directors look as yellow as a pumelo and as foolish as a boy who had broken a window and failed to find the proverbial sixpence.

That the letter of Captain Stuart was so true that it will not look well when it appears in Lloyds, and that the Directors have something to answer for to their shareholders.

That, as Captain Stuart says, there can be little doubt that the Secretary of the THE ABANDONMENT OF THE SHIP Company advised differently, and that he would have been largely supported by shareholders against the Directorate.

That foolish action of this kind plays unwish to bear the stock.

That three things surprise me-(I) that t Ardgay was not purchased by the Dock Company, (2) that the sale was not done publicly instead of privately, and (3) that | s. s. Chingtu. the Company ever gave way under pressure to any kind of threat.

That the shareholders had better see to that their Board do not neutralise all the good they are paid to do.

meet to elect a temporary Deputy to House of Representatives, and that the result is pretty, nearly a foregone con-That names have been mentioned, because

cense to the vanity of certain persons, although the ultimate election is almost a certainty. That the latest name that has been so hon oured is that of a leading broker who can

I suppose it is regarded as delicious in-

lengthened residence in the East.

stir in Conneil, but he has little or no chance, as Mr Layton will be the fa-

That Mr Layton is a good man and true, most respectable houses, having a large stake in the Colony.

That I hear Mr Francis has a few very influential supporters, but not this time. Commander Rumsey, and I heartily-conhis power to advance the well-being of the Marine Magistrate.

Work proceeds.

"unbeard-of," and must have been but, due compensation will be recovered the hasty action of these Governments.

springing up with Australia, and it would be a calamity if cordial relations were to action on the part of the Australian Colonists.

Lord Salisbury, the present Premier of England, once roughed it for three months on the Bendige Gold-fields in the height of the gold fever in 1853, when he was Lord Robert Cecil.

That the hon, the Surveyor General dis. That Reuter has once more gained distinction by the heartless manner in which he drowned the popular Crewn Prince of Italy, the hope of the Italian people, and withal located his watery grave in the hungry Thames.

he left the responsibility to fall upon the That the demands of the Cargo-boat people are said to be more exorbitant than ever, the clinch, as a nautical friend expressed

> That the irrepressible and indefatigable | eight days after we came off the reef the 'Alf. Woolley' is again on the war-path, and that 'Merchant' is believed to be now comfortably reposing in the soft cottonwool to which the impetuous 'Alf.' so considerately consigned him.

That 'Merchant' overlooked the fact that any one can import Cargo-boats and add thus break up the monopoly. .

That the Postmaster General, having got his additional men for the G. P. Office. must needs demonstrate his lack of tact in their own coin. The craw worked pro--by fooling-the whole-mercantile com- perly all the time. They were sumping judge by his postal bulletins) chuckle

That another of those proceedings might result in a public meeting of protest, and jadging by what one hears upon all sides, we'seem to be approaching dangerously near the last straw.

to me, and to many others who admire Mr orduous and long.

That the intimation to-day that letters could curious comment.

comment anywhere save at the P. window, but that residents generally do They had pumped the ship dry just before

very low indeed to the Great Panjandrum | That all letters are surely at 'sender's risk' | ready, but I got some ready. I got two barunless registered ; and at whose risk are registration is permitted, of which no word is said ?

That the Fire Brigade bonus has stirred up to get some small stores my bilious temperament in a most terridescribe the contempt I feel over the partition of the spoil as described by the Colonial Secretary.

That some officials are blest or curst with exceedingly thick hides.

ROCK TERRACE.

MARINE COURT OF INQUIRY. An adjourned official inquiry was held at the Harbour Office to-day into the circumstances connected with the abandonment of with him, that they had no anchors and mistakably into the hands-of those who the British ship Rock Terrace, at Guam, on 2nd March last. Commander Rumsey, R.N. Harbour Master, presided, and the other members of the Court were Staff Commander Buckner, R. N., Victor Emmanuel : Mr W. H. Watton, master of the s.s. Ba-

tovia; and Mr J. D. Arthur, master of the John Bennet', carpenter on board the Rock Terrace, said-I joined the ship in the statement about the Captain's papers Philadelphia in September last, just before was fulse. we left on this voyage. I have been going to sea over 20 years as carpenter all the time. The Rock Terrace had two pumps. They had two suctions and each suction had two buckets and were worked by a flywheel. When I joined I did not go below Terrace in Philadelphia on 19th September to examine the pump well and limbers. Inst. I signed as second mate. I have no After we went to sea the ship was pumped | watches, the captain's 'watch. It was my every four hours whether the weather was watch in the afternoon of the day the ship line or bad. I used to sound the well struck on the Reef. I did not interest ally to find from eleven to twelve inches. ship, exce; t that I was given a course to The pumps both sucked, at 9 inches. We steer and saw that that course was steered. inches in four hours a good deal of water to pump her out. It took us two hours to get make. I have never been on any other a suck. The mate's watch relieved mine. ship that made so much. The greatest After the first suck we let the pump stand amount of water ever I saw her make for five or ten minutes, then the mate's certainly claim the qualification, of a before she went on the reef was 34 inches, watch began to pump and got a suck in in four hours. I was in the first officer's half an hour. I started to go aft then and watch. I used to sound the well every the captain asked me what I thought of it, That, as has been frequently stated, the time they went to pump during the day, I said I thought we could keep the ship Queen's Counsel would make a lively but now at night. I was in the second fr. e. He then asked the chief mate and working at the time. I felt her strike take the ship to Japan. They said they heavily four times. When she came off I would do the best they could. We kept off the reef. I heard the mate say three tain and mate decided to put

of the Sunday labour agitation, and the were going to beach the ship and save the tention until after she was squared away cargo. I did not hear anything about leav- The captain said when I spoke to him of it dictated by some as yet unknown cause, took a barrel of bread in our boat. It minutes it took us half-an-hour to get a four all told in my boat. We took our morning and sighted a vessel in the be embittered at the outset by hasty clothes with us and I took my chest of harbour which we took to be a man-oftools. When I saw the ship last she was war. We went as close as it was safe to going sway under sail. It took us about go thinking he might take notice of our boarding house, and that its Lunatic That it may not be generally known that growling among the men on board. They went round the point of the island looking were all well and were getting plenty of for a place to beach her. As we could see

> I did not souttle ker. Rock Terrace and my wife was stewardess, chains were down below. There was I joined the ship in September last year at | nothing said about sending , boats ashere hiladelphia. I remember the day that for assistance. We did not know what the the ship went on the reef. When she island was like. We did not know but what struck I was alongside the cabin on the they might eat us when we got there. poop shutting the windows. After she did not know whether the part we were struck I heard the Captain say 'Get the landing at was civilised or not. boats out.' I asked him what was to be done, and he told me to get some bread ready for the boats. She came off before the boats were got out. After she came and the Registrar General is jammed in off the Captain gave orders to sound the pumps and afterward one watch was sent to work the pump while the other went to repair the damage to the ship. About chief mate came to me in the galley and said the Captain was going off his head and that I must look out for him. The mate said he was afraid of him and asked me to ask my wife to look after the Captain and tell him (the mate) everything that was going on. Before the ship struck the Captain and the mate used to have their meals together, but after that they did not take their meals at the same time. The them to the list of licensed boats, and Captain told me several times after the ship struck that he was being made a laughing-stock of by the officers to the crew. He alluded to the first and second mates. The Captain said that when he got into port he would be able to pay them ou

all the time and did nothing else. usual thing was about eight minutes' pumping and from eighteen to twenty-five minutes' spell. There was a donkey engine on the ship. I only saw it used once. That was to pump out the ship before leaving. I saw it used in Philadelphia. The chief mate had charge of it. It was at the after part of the forward house. I never saw it used again. I don't know why it was not used to pump the ship. There was plenty of That it has always been a source of regret | wood to Keep it going for three months. I spoke to the Captain about using it, but he told me the mate said it was no good. The Lister's honesty of purpose and zealous- ship's water was carried in tanks. There ness, that he should have allowed his was no scarcity of water. The donkey had deficient tact to dim his services here, been worked previously with sait water.

Ten or eleven days before we left the ship which have been as cred table as they are I heard the mate say to the Captain the best thing would be to take to the boats and leave the ship." The day we arrived off the island the Captain said he did not know be sent to Europe and London at sen- whether he would beach the ship or not, der's risk ' has been a subject of much but he told me to get my wife ready. After that they sighted a ship in the harbour and

stood off again and bauled down the flags of

she was kept away a bit. All at once the

Captain gave orders to get the boats out.

that. I had no orders to get any stores

rels of brend out and put them on deck. I also got out some cauned meat. By this registered letters per Kling, supposing time the Captain's boat had gone. My wife was in it. I sang out to him ' Why did son' away for, and he said to take the next book. I went in the cabin The mute was there. I saw the Captain's papers in their usual place there, and I went ble way, and I cannot permit my pen to to take them. The articles were there and several other papers ... I asked the mate to take them, but he would not have them. intended to put them in my trunk and took it out, but the ninte would not take it in the boat. I told him the Captain's papers were in the trunk. He said Damn the Captain's papers.' He said if I did not hurry to up I should be left. I then went into the boat. The mate went back to the cabin and took the Captain's gun and revolver. I heard a lot of talk afterwards about the Captain and the first and second officers falling out. I heard the mate and the second mate say if the Captain was going to act nasty with them they would be nasty chains up and they thought they could make something out of it. No signal was made to the vessel that was in port, don't know what the ship's name was. She went out the day after we landed. I heard orders given about having the anchors and chains ready before we got to Guam. They

were not got ready; I don't know why. The Chief Officer on being asked if he had any questions to put to the witness, said

-The witness on being questioned on the point again adhered to his previous state-

Amus Henniger said-I joined the Rock The buckets were 8 inches in diameter, certificate. I had charge of one of the before they began to pump. I used gener- myself in any way in the navigation of the chiefly used the port pump as she had a list After the ship came off we found 18 inches to port. I consider from two to three of water in her. My watch started to mate's watch before we went on the reef me if we thought we could take the and after that I changed to the first mate's ship to Japan. We said we thought we watch. It was about 4 p.m., when she could. The Captain then called, all the struck on the reef. _ I was in my shop men aft and said it was his intention to and is deserving of every consideration as sounded the well, but it was some time pumping almost steady all that night as she the trusted head of one of our oldest and before the water came aft and it kept in- was making a good deal of water, there creasing little by little. There was no being a heavy head son on. When the sea sounding pipe and the suction had to be moderated the pumps were kept going r. moved each time I sounded. We pumped teasier. When we got the North East every fifteen minutes after she came off the Trades we made sail, but had to shorten During the fifteen minutes' spell she sail again as the ship was making a good made as much as 6 to 7 inches. If we had | deal of water. It kept us pumping protty That the Colony has secured a good man in fifteen minutes of a stand-off we could pump steady all night. I have had as much as her out in about twenty minutes. We four hours pumping without more than a tried a windmill and a water-wheel to assist | ten minutes' spell, but that we tried to keep gratulate him upon the confirmation of the pumping, but neither would work. I from the Captain as he was worrying over his appointment : no official has more in rigged up a long handle so that more men it. Then the men began to get dissacould get to the pump and this worked all | tisfied and I heard them -making -reright. When we arrived off Guam she was marks among themselves that there would Colony than the Harbour Master and making about the same quantity of water bave to be something done as they as she was making the day after we came could not stand it. Ultimately the Cap-That nothing more has been heard lately or four days before we left her that they ship to Guam but I did not know their in. ing the ship until I heard the order given that he thought it was the best thing we That the action of the Australian Colonies to take to the boats. The captain told me could do. After that it was all we could do is, as the Governor truly described it, to take charge of the long boat. The cap- to pump her out in twenty minutes after a tain was then in one of the boats. My ten minutes spell. Two days before we boat was the last to leave the ship. We got to Guam, after letting her stand for ten so that there can be no reason to doubt was on deck some time before that, and the suck. The morning after we made Guam captain ordered us to take it with us. I we stood in but could not make the harbour did not see any more bread come ashure, and we then ran along the coast looking for by those who have suffered directly from and I don't know whether any more was a place to beach her. We could see no taken. The bread had been in the store- place suitable. All this time we were flying room. I also saw some canned meat, and I signals of distress. There was a very heavy That a most valuable trade is steadily suppose it must have been in the store- surf so that boats could not put off. We room too. None of my men took the came to the conclusion to haul her off till bread out of the store-room. There were next day. We stood in again in the twenty minutes to pull ashore. I heard no signals but no notice was taken. We then food. I saw the ship for some three hours no place the captain said the best thing that after we left her. I could not say she could be done was to put the boats out and seemed to be setting down. She was not leave the ship. I thought myself it was scuttled before we left her. I am quite sure the best thing we could do. We then pur the beats out. I don't remember anything Peter Martin said-I was steward of the being said about anchoring. The anthor

> The Court afterwards delivered the folowing decision :--

We find that the British ship Rock Terrace. official number 72217, of St. John's, New Brunswick, of which steamer Samuel Atkinson was master, the number of whose certificate is 65492, issued at Liverpool; left Philadelphia on the 22nd of Sept. 1887, bound for Hiogo, Japan; with a cargo of petroleum in cases.

Chat all went well until the 28th of January when, during a squall and while the hands were employed in shortening sail, the ship struck on the Brougham Shoal in Latitude 9.30 S. and Longitude 165.30 | Registers respectively.

That she remained fast for about 10 minutes, during which time she bumped three or four times heavily, whereby she sustained considerable damage, and that she eventually drifted off the reef.

That the crew was then sent to the pumps and an endeavour made to work the ship to her destination, but that this was eventually abandoned and a course Marianas group, with the intention trying to beach the ship and save the

That on the 29th of February the Rock Terrace arrived off the island of Guam and that an inspection was made from the ship for a suitable place for beaching. but this not being found and the crew being much worn out with pumping, all hands took to the boats and abundened That no lives were lost and the greater part

of the crew's effects were saved, but not the ship's papers or log-books. That the grew remained at Guam until the 25th April, whon they were taken to Manila and from thence sent to Hong-

was brought about by a mistake in the positi n at noon on that day, caused either or both by an unknown error in the chronometer or by a defect in the master's observation for longitude, s which had not been checked by the mate. On this point we do not consider that the master was guilty of any wrongful act or

That while we commend the decision of the master to endeavour to reach his port of

destination after the casualty, we are of rupture of the bimetallic system which opinion that the utmost endeavours were occurred in 1873-4 led to the heavy decline not made having this object in view. in silver measure by gold, and as a conse-No attempt was made to ascertain with quence to the enormous fall in prices in all any certainty the actual damage that the countries using a gold standard, and they which was not used.

auch suspension.

circumstances, his course appears to have announced. been one of rather more than passive resistance: and we are of opinion that had he acted differently he might have sustained the Captain and been the cause of saving at least the cargo of the ship. Under these circumstance we direct that, his certificate of competency be suspended for a period of six months.

The certificates could not be handed in us they were lost with the vessel.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

The following is the Report of the Directors which was to be submitted at the Sixth Annual Ordinary General Meeting of Shareholders, to be held at the Cannon Street Hotel, in the City of London, Monday the 16th day of April, 1888:-The Directors have the pleasure to submit the General Balance Sheet and Profit and Loss Account for the year ending Sist

December, 1887, duly audited. The net profit, after providing for the general expenses for the current year, including Directors' Fees, Income Tax, Interest, &c., amounts to ...22,261 13 11

This sum it is proposed to appoly as follows: --

To Depreciation and Builer In payment of a dividend at the rate of 10s. 6d. per Share.

free of Income Tax (being 75

New Account ...

The Directors have again much satis-

£22,261 13 11

faction in reporting that the voyages of the cast year have been accomplished with entire immunity from accident of any kind. and that the Company's fleet has been maintained in the highest state of efficiency. The 'Moyune' was the first vessel dospatched from Hankow, with a full cargo of New Season's Teas, and she made the run home in 37 days and 5 hours, arriving fully a week in advance of any of her competitors. Availing of the depression in shipbuilding, the Directors last autumn made a favourable contract with a firm on the Clyde to construct a high-class steel vessel. named the 'Canfa.' This addition to the Line is expected to be ready for sea early

in August next. Captain Gulland, formerly of the Glen Line, whose high character and ability are well known in the China trade, has been appointed the Company's special Agent in

The following Directors retire on this occasion, but being eligible, offer themselves for re-election :- Mr David Reid and Mr J. A. Maitland. The retiring Auditors, Messrs Baker and

Rudderforth, and Mr Jamicson Elles offer themselves for re-election. It is proposed that the Dividend shall be made payable on the 27th April to all Shareholders on the London Register, and that warrants be posted the same day to those on the Shanghai and Hongkong

Managing Director. London, 5th April, 1888.

BIMETALLIC CONFERENCE. A conference promoted by the Bimetallic League was held in Manchester on the 4th inst., under the presidency of Mr H. H. Gibbs, and attended by a large number of steered for the island of Guam, in the gentlemen interested in commerce. In his opening address the Chairman said that what bimetallists wanted was an agreement with France, Germany, and the United States, each country accepting with Eng. land, the principle of the restoration of the par between gold and silver, opening the mints and fixing a ratio. He mentioned those nations only, because they alone would suffice, but would inevitably draw others in their train, and only the principle without specifying any ratio, because that coast. was a detail which England could not so well settle alone. It must be left for discassion with the other nations, which would be willing to enter into a treaty with her. They none of them cried for what they could not get-absolute atability of price; helt, and to the level of the see in inches, tenths but they felt and knew that a period of de- | and hundredths. We are of opinion that the striking clining prices was lad all round-bad not 2. Temperature, in the shade in degrees, only for the producer, but in the long run Fahrenheit. for the consumer also. The main evil, Mr Gibbs said-that was, the destruction of humidity of air saturated with moisture being the par of exchange between silver-using and gold-using countries, - would find no remedy in lapse of time, save in an inter-

national agreement for a common monetary

standard. He expressed a strong hope of

Mr. S. Smith, M.P., in a paper on 'The

the ultimate success of the movement.

ship's bottom had sustained, nor was any held that this long and continuous decline means adopted to try and stop the leak | was the main cause of the excessive deby placing a sail under the ship's bottom pression of trade through which we had or any other method. The amount of passed. Silver-using countries had altowater made by the ship down not ap- gether escaped the evils which had affected pear to have been very excessive or British trade. The frightful loss which the of sufficient quantity to endanger her Indian Government sustains in meeting its It also appears that there gold obligations in London is threstening it was a steam donkey pump on board with bankruptcy. It is obvious that it cannot embark with safety upon further rail-With reference to the abandonment of the | way extension, seeing that the capital can ship we are of opinion that it was prema- only be raised in England upon gold inture. Having arrived off Goam no terest. The same cause will make it most attempt was made to communicate with difficult for China to develop its natural the shore, though the boats were in good resources with European capital. That condition and the weather not very un- country might beneficially employ hundreds favourable. That no signals were made of millions of foreign capital and give emexcept that of distress (viz., the Ensign playment to millions of workpeople in Union down) either to the shore or to a Europe, but what Government in China vessel seen to be at anchor in the har- can safely raise loans in Enrope payable in bour. No attempt was made to anchor gold, while it collects its own revenue in the ship and send on shore for assistance. | silver? They as bimetallists wished for the The anchors were secured for sea and the re-establishment of the old bimetallic syschains unbent. Nor does the vessel ap- tem on broader and surer foundations than pear to have been in any worse condi- it rested on before. Its restoration would tion at this time than she was when she give a fresh impetus to our national procame off the reef, nearly five weeks sperity, and it would make all the gold and silver produced in the world equally effective The conduct of the master in thus abandon- for currency purposes. Other papers were ing the ship appears to us only explicable also read by Professor J. S. Nicholson on on the ground that the mental anxiety 'The joint standard consistent with sound through which he had gone had tempor- political economy.' In the discussion which arily undermined his reasoning powers, followed Mr H. R. Grenfell (London) and and that to order for abandonment was Mr H. Coke (president of the Liverpool given a in fit of despondency, and that it | Chamber of Commerce) took part, At the was done, as he thought, to save risking afternoon sitting papers were read by Mr the lives of his crew; and while recognis- Stephen Williamson, M.P., on The hinding this and his much-to-be-deplored rances to trade between gold and silver want of harmony with his mate and crew, using countries; on 'Some misconceptions' we cannot absolve him from blame, and relative to the bimetallic policy of the fixed we regret to have to direct that his certi- ratio, by Professor H. S. Foxwell; on 'The ficate be suspended for a period of 6 silver question considered in relation to the months, but recommend that a first wages, employment, and cost of living of mate's certificate he issued to him during the working classes,' by Mr J. O. Fielden and on 'Our Colonies as affected by the From the evidence before us we are of bimetallic question, by Mr Westgarth. In opinion that the conduct of the mate, the evening there was a banquet at the Augustus Harris, under the circumstances, Grand Hotel, presided over by Mr. R. in his special sphere of duty, was suffi- Barcley. It was stated that the leaders of ciently culpable to amount to a wrongful | the movement intended to raise a guarantee default. Instead of assisting the master fund of £20,0 0 to carry on the work, and to the best of his ability under the trying promises to the extent of £10,000 were Quotations.

HONGKOND; May 12. PLUM-New Patna, cash... 480 New Benares, cash, 4711 to 4731 New Malwa, cash,.. 550 Allowance, Tack., 48/56 Old Malwa cash ... 570/80 Allowance, Taols ... 20/60 Persian, Oily, cash 530 Allowance, Taela... 16 Persian, Paper tied 530/60 Allowance, Taels ... Exchange. Hongkong, May 12. On demand. 30 days' Hight 4 months sight

ii London-Bank, Wire. Documentary, t-months sight 3,01 On Paris— On demand. ... Oredits, 4 months sight, On New York On demand, ... Credits, 60 days' night, In Bombay---Wire, ... On demand. On Calcutta-Wire, On demand, A. On Shanghai-On demand, 30 days' sight Gold Leaf, 100 fine 33.90 Severeigns. Temperature. Taken at Messrs Falconer & Co.'s Premises. Queen's Road. BAROMETER- 9 A.M.... 29.98 1 P.H.... 29.94

4 P. v. Maximum De. Minimum port Big 80 METEOROLOGICAL REGISTER AT 4 P.M. TO-DAY. Barometer . 29.88

1 P.H ... 81

4 P.K

(Wet bulb) D A. v. 77

CHERMOMETER-9 A.M....

Humidity . . . Direction of Wind . ENE Hongkong Observatory, May 12, 1888

CHINA COAST METEOROLOGICAL REGISTER

rpsp.or.,	Barometerred. to sea level and 3% o Fit.	Temperature.	Humidity.	Wrection.	Force, O	Weether	Rein during revious 24 hr.
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	30.06	62	67	COR	9		

Hongkong 29.96 78 85 E 3 op 0.08 Haiphong, 30.14 82 89 8W 1 0 Bolinao.... 29.91 91 00 8E 2 b The baremeter has risen in the north and fallen in the S.E. Cloudy warm and

tather damp weather prevails with log or thunder-storms in some places slong the W. Doberck.

Government Astronomer. Hongkong Observatory, May 12.

1. BAROMETER, reduced to 82 degrees Fahren-

8. HUMIDITY, in percentage of saluration, the 4. Dinection or Wind, in two points, 5. Fonce or Wind, scrordilly to Constort

6. STATE OF WEATHER. & Line say, c dotached clouds, a drizzling, rain, fog, y gloomy. h haii, ! lightning, o overcast, p passing showers, g squally, r rain, sunnw, thunder, v visibility. Beneficial Effects on Trade and Industry of w dew (wet).

the Remonstigation of Silver, said the 1. Rain, in inches, tenthe and bundredthe.

TWO LOVERS. Two lovers by a moss grown spring ... They leaned soft cheeks together there, Mingled the dark and sunny hair, And heard the wooing thrushes sing, O. budding time! O, love's best prime !

Two wedded from the portal stept; The bells made happy carolings, The air was soft as fanning wings, While petals on the pathway swept, O, pure-eyed bride! O, tender bride!

Two faces o'er a cradle bent : Two hands above the head were locked These pressed each other while they There watched a life that love had sent: O. Solomn hour

Two parents by the evening fire; The red light shone about their knees, On heads that rose by slow degrees. Like buds upon the lily spire. O, patient life! O, tender strife !

O, hidden power!

The two still sat together there The red light shone about their knees; But all the heads, by slow degrees, Had gone and left the lonely pair. O, voyage fast O, vanished past !

The red light shore about the floor. And made the space between them wide They drew their chairs up side by side; Their pale cheeks joined, and said Once

O, memories! O, past that is !

-George Eliot.

SOOCHOW: THE CAPITAL OF KIANGSU.

"HEAVEN ABOVE; BELOW, SOCCHOW. The following attractive description the Capital of Kiangsu is part of a paper by the Rev. H. C. du Bose, who contributes it to the May number of the Chinese Recorder On the banks of the Grand Canal, 80 miles West of Shanghai, 12 miles East of the Great Lake, and 40 miles South of the Yangteze, stands a far-famed city, the silk metropolis of the Orient. Even in this hurried nineteenth century a crowd of admirers stand with reverent awo around the statue of antiquity, and gaze upon its towering heights which seem to pierce the clouds. Let us go back two millenniums, and then along these same streets we now tread, the father would lead his son and point to halls and palaces covered with the ivy of centuries. Twenty-four hundred 'years have these walls stood, and on these cobble-stone pavements eighty generations of men have trod to and fro. Founded B.C. 500, it was laid out only 250 years after Romulus traced the walls of the ancient mistress the world, whose glory for fifteen centuries has consisted in the broken monuments of former grandour, while during these latter tifteen hundred years, Soochow has been literary and commercial centro. It was built during the lifetime of Confucius and synchronous with the completion of the se cond temple at Jerusalem in the time Ezra. There is a stone map in the Confu cian temple nearly 1,000 years old, and it the streets and temple, sites are almost identical with the present. China was not always the solid cube it is at this time. Be fore the warring states had amalgamated

Soochow was the capital of the 'Kingdom

of Wu, as the country South of the Yang.

tse was called. It included a portion of

this and the two adjacent provinces, and

was independent from the 12th to the 4th

ITS RENOWN.

centuries (B.C.) inclusive.

The Chinese have a proverb, 'Above is Beaven; below, Southow and Hangchow. Travellers tell us that throughout the eight teen provinces the Celestials speak of Socchow as the terrestrial Paradise. Buddhists point their votaries to the Western Heaven; the Tacista to the isles of the Immortals in the East, but this practical people consider it quite enough happiness to reside for three score and ten years in 'Beautiful Soc.' The gardens where flowers bloom through three and a half seasons, the gilded pleasure-boats, the palatial teashops, the fine chairs borne on the shoulders of coeliss, the streets thronged with men robed in silks and furs, for here it is men, not the gentler sex, who patronize fashions's bazear-isall that the Chinaman's heart desires. The city was founded during the latter years of Confucius, 'the throneless king, and though his foot never trod these streets mor his eye beheld the mountain, lake, and plain, yet he made Soochow his literary capital, the centre of his domain of letters, and so for twenty centuries to the four hundred millions it is what Athens was to the little peninsula on the Aegean. In this book-loving land it is 'down hill in every direction' from Soochow. During the dark ages of Europe this city was as bright as England during Queen Anne's reign. Proud scholars have crowded the examination halls, authors have filled the shelves o the book stores, and poots have sung of the old landmarks so celebrated in history The birthplace of statesmen, -many those who have wielded the destinies of the Empire have been Soochow men It is surprising where aristocracy is not necessarily hereditary, and where it rests upon individual toil to climb the rugged heights of literature in order to obtain official preferment, how generation after generation are advanced to the highest position simply by personal effort Wealth and luxury do not enfeeble the mental vigor of the high gentry, but the son takes the father's place simply because he is worthy of the place. A noble succes sion. Oftener than any other city has the honour of the first literary graduate of the Empire-one in three years-been accorded to a Soochow aspirant. The present Minister to Germany, Mr Hung Yuin is the last | be defamation of professional character. It one. The day when his wife rode as a will hereafter be prudent for a man to avoid queen through the streets in 1874 and the a law suit by being suited with his daily hole populace turned out to do her honour | bread. is well impressed upon our memories.

THE WEALTH AND THE POVERTY. As might be well imagined, wealth has accumulated in this great emporium. large wholesale houses, the pawn-shops whose capital amounts to millions, the enormous value of real estate, the great trade which centres in the city, the variety of manufacturing interests, go to prove how vast is its wealth. Banks are numerous, and though the exterior of the building may be plain the interior of the vaults displays the great deposits of silver. Millionaires from other sections select Soochow as a place of residence. The land within a radius of twenty miles is mostly owned by those who dwell within the walls. These are the 'happy families' who receive their 'rent rice' and the fruits of other men's labours. is a land of contrasts; along beside the money of the rich lies the penury of the poor. In the tenement houses from ten to thirty families are huddled together, some in two rooms, some in one room, and some whole families in one-half of a room. Tens of thousands live on the merest pittance, and some knew not the pleasure of a hearty meal of food. With their board the wages of book-keepers is from 85 to 88

per mensem; of clerks from \$2 to \$4; of took passage ran aground in the bay and \$ men servants \$1 with perquisites, and of had to put back everybody believed him. women fifty cents with meat once in two months. At embroidery, women usually its sorrow, The Great Kaiser is dead, and earn from three to eight cents a day, all the world carries his hier.' It is to be Between the upper and lower strata is the hoped they will carry it as well as the old large middle class of well-to-do shopmen and mechanics who dress well, eat an abdndance of rice, vegetables and fish, and live happily from one year to another in the Paris of the Middle Kingdom.

THE EXPECTANT MANDARINS. Uard is the life of a Chinese official, lor out of office he is not permitted to engage in trade, and must live off the earnings or squeezes of his former term of years. The Mandagina of this class are frequently sont as deputies in special cases. There are said to be 2,648 official residences in this provincial capital, each with from ten to thirty retainers, or in round numbers al told 40,000 who form an idle portion of the population, as they simply buy and eat and enjoy themselves, all hoping for a vacancy in some distant Yamen. Patience is a cardinal virtue, for it may be two years and it may be five that the official must keep up the appearance of wealth and stati though he may be in desperate straits and

living on borrowed capital. CHARACTERISTICS OF THE PROPLE. -- HOW

THEY CURSE.

The 'South of the River' people are not

remarkable for their height or physica strength, for rice is not the food that furnishes muscle. The young scholars as class are more like girls than men, and to look for the Grecian athlete Stochow is notthe place. There is comparatively more freedom allowed the gentler sex in this city than in other places. Those of the middle class go about the streets a great deal and visit he stores and also at times the pleasure gardens. It is generally estimated that five per cant. of the women can read. Soochow is noted in the 'Paris Figure,' of a valuable remedy for its pretty ladies. Owing to the great for nervous debility, physical exhaustion, wealth accumulated here and to the numbers | and premature decay. The discovery was who are idle, we would naturally expect made by a missionary in Old Mexico; it much voluptuousness and not a little saved him from a miserable existence and Dubos Frères & de Gernon & Ch.'s. looseness of morals among the gilded youth an early grave. We learn that the Rev. of China's Babylon, and in this res. ect we Joseph Holmes. Bloomsbury Mansions. find the facts agree with the theory. Instead | Bloomsbury Square, London; W.C., will of ranning down the category of open sine we sound the prescription, free of charge, on will single out one vice for which we think receipt of a nelf addressed stamped enve. the Sonchowites are in a marked degree lope. distinguished, and that is the ease with which they curse. Perhaps in the macof profine language they would among diribes and nationalities be assigned the righest position. The most filthy, obscene, blasphemous language preceeds from their ips. They curse on the streets, in the teashops and in their homes. Men curse aid women carse, and the first words that infact ips pronounce are profane. Alas! foreig-. ners come in for their due share. In other places 'foreign devil' is the style of address; here, that is a complementary term. - They have seven appellations which they hard at is seven times as often with seven times the vehemonco. In other respects their conduct towards Europeans is blameless. There is, how ver, a bright side to the picture. Courteous! the inhabitants of this city are the soul of politeness! The Mandaring do all in their power for the peace and security of the American citizens, their foreign guests.' Inlented ! trained for these ages in the schools, their intellects flash as bright as a Damasous blade in the sunlight! Witty! Fond of the drama and quick at repartee, with a language capable of indefinite punning, their conversation sparkles with humor, and only one who is fond of a joke knows how to get on with them in a healthy condition. In the large mercantile houses. except where it is a stranger or the unthe amount of 90 per cent. In their businese relations those is a marked courtesy, |

THE LANGUAGE. The exceptions and the four provinces on the coast South of the Yangtse. To the out any pain. West of us it is solid Mandarin. Also from Peking the Mandarin comes sweeping down to Chinkiang. At Changebow, sixty miles above here, it is a mixed dialect, but when we come to Soochow there is a complete comes as it were the soft language of the French capital. The voices of the people are gentle, their notes musical, and the remarkable sweetness of the dialect may be specially noticed when the women speak. Instead of the measured tread of the Masdarin, the Soochow, is spoken with great rapidity; instead of striking at the tone of rhythm of the sentence. The Mandarin has but few particles or little words; here Xenophon's Greek, but the skill is in using these properly. If so, it goes far in securing an understanding of what is said, and in paliating other defects in talking. The Soochow dialect with its branches is spoken by about ten millions.

so that Chinese from other places say, '1

is easy to transact business in Souchow.

AMERICAN ITEMS.

The New York Legislature has become suddenly popular. It has agreed to adjourn. Jay Gould is reported to be very hourse. Just what he should expect. He has talked too much lately.

Oscar Wilde's mother is an Irish woman, and she shows her loyalty to her country by dressing exclusively in green. Bismarck does not have to be Chancellor. He owns a distillery that makes a million gallons of whisky per year, and can bring

on a war without being in office." The Woman's Congress recently held in Washington was made discordant by two English women. Miss Taylor, stepdaughter taste common to most pills is obviated. of John Stuart Mill, refused to sit in the hall with Mrs Ashton Dilke. Whereupon For Sale by ALL CHEMISTS, DRUG-Mrs Dilke declared that the delicacy was mutual, for the relations of Miss Taylor's mother with Mr Mill were more notorious

Several cooks in New York have such their employers for complaining about their dinners. Such complaint is construed to

The Manitoba Indians are said to be preparing to revolt. When one looks at them, in their semi-civilized squalor, it would stem that they are always prepared. to revolt the beholder.

The Israelites in Germany are more interested than any other class in the good health of Emperor Frederick. He is apposed to their oppression, while his son, the Crown Prince, is a bitter anti-Semite, and Bismarck is none too friendly.

The Gold Queen of Australia is creating a sensation in London. Her name is Miss Cornwell, and she has just sold one of her mines, the Midas, for \$500,000. | She is aged thirty-five, but her bank account is ust sweet sixteen. The Imperial Court of Germany gets but

ittle peace between the machinations of Mars and Cupid. Indeed, the little cherub with the bow makes more trouble than the big god with the gun. Mrs. Rothschild has given the Prince Wales a silver wedding present. It is a very elaborate pocketbook, but it is empty

The Prince has one of his own that is in the Irving, the actor, told his farewell and ience at Shanghai, and Hongkong, at LANE, New York how hard it was to leave CRAWFORD & Co., Hongsong, and at the America, and when the steamer on which he Chioa Mail Office.

A sympathetic newspaper cried out in

The Mexican horror, in which a number of people were burned unto death at a bull fight, was caused by the officers letting the convicts from the jail attend the sport, to the Servants' Quarters. They fired the amphitheatre and escaped in the confusion. Convicts must be amused, but hereafter Mexico will draw the line at

Bismarck is reported sick. He is always

niling when the Prussian Diet disagrees John L. Sullivan went to France to learn something. In a recent interview he said that decent people in England and America are disgusted with the brutality of prize-lighting, that he will soon quit'it, that he thinks of adopting the editorial profession and will be a temperance man to his

Here is a string of conclusions and resolutions worthy of commendation. More than one prize-fighter in this country has graduated from the ring into statesmanship, and several have gone into the pulpit. There is no reason why Sullivan, reared in the intellectual centre of the country, should not try journalism. He can find sections of the country in which the change will not be great from his present profession, and he will be quiet at home. Hist resolve to be temperate is worthy of all praise. He complains of hard luck in fighting Mitchell in a twenty-four-foot ring. Captain Whisky knocks men out every day in a larger ring than that, and they stay knocked out.

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